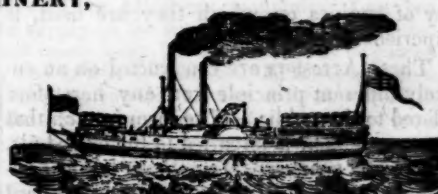


# AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,  
AND MINES.



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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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## NICOLL'S PATENT SAFETY SWITCH FOR RAILROAD TURNOUTS.

This invention, for sometime in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,  
Reading, Pa.  
Jan. 1, 1845.

## TO IRON MANUFACTURERS.

The subscribers as Agents of Mr. Geo. Crane Vales, having obtained a patent in the United States for the process of smelting Iron Ore with Anthracite coal, and for an assignment of the patent obtained by the late F. W. Geissenhainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's process.

A. & G. RALSTON & Co.  
No. 4 South Front street, Philadelphia, Pa.

S. VAIL, Proprietor of the Speedwell Iron Works, near Morristown, N. J. can supply at short notice a railroad companies and others, with the following:

Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, as a large quantity in the strait bar is kept constantly on hand. Crank axles for locomotive engines, made from the best Pennsylvania iron.

Straight axles for locomotives for outside connection engines. Frames for engines.—Wrought iron work for steamboats, and shafting of any size. Cotton screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for railroad water stations. He refers to the following gentlemen:

Baldwin, Vail and Huff, Philadelphia; Wm. Norris, Philadelphia; N. Campfield, Savannah, Ga.; J. and S. Bones, Augusta, Ga.; D. F. Guez, New Orleans, La.; Adam Hall, New York; J. P. Allaire, New York; William Parker, Boston, Mass.; George W. Schuyler, New York.

VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and East of Parker street, containing 68,497 square feet, with the following buildings thereon standing:

Main Brick Building, 120 feet long, by 46 feet wide, two stories high. A Machine Shop, 47x43, with large Engine, Face, Screw, and other Lathes, suitable to do any kind of work.

Pattern Shop, 35x32 feet, with Lathes, Work Benches, &c. Work Shop, 86x35 feet, on the same floor with the pattern shop.

Forge Shop, 118 feet long by 44 feet wide on the ground floor, with two large Water Wheels, each 16 feet long, 9 feet diameter, with all the Gearing, Shafts, Drums, Pulleys, &c., large and small Trip Hammers, Furnaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.

Foundry, at end of Main Brick Building, 60x45 feet, two stories high, with a shed part 45x20 feet, containing a large Air Furnace, Cupola, Crane and Corn Oven.

Store House—a range of Buildings for Storage, etc., 200 feet long by 20 wide.

Locomotive Shop, adjoining Main Building, fronting on Parker street, 54x25 feet.

Also—A Lot of Land on the Canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler House 50 feet long by 30 feet wide, two stories.

Blacksmith Shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS, 48 State street, or to CURTIS, LEAVENS & CO., 106 State street, Boston, or to A. & G. RALSTON & CO., Philadelphia.

## MACHINE WORKS OF ROGERS, KETCHUM & GROSVENOR, Paterson, N. J.

The Undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

### Railroad Work.

Locomotive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles, Springs and Flange Tyres; Car Wheels of cast iron, from a variety of patterns, and Chills; Car Wheels of cast iron with wrought Tyres; Axles of best American refined iron; Springs; Boxes and Bolts for Cars.

### Cotton, Wool and Flax Machinery

of all descriptions and of the most improved Patterns, style and workmanship.

Mill Gearing and Millwright work generally; Hydraulic and other Presses; Press Screws; Callenders; Lathes and Tools of all kinds; Iron and Brass Castings of all descriptions.

### ROGERS, KETCHUM & GROSVENOR.

Paterson, N. J. or 60 Wall street, N. Y.

MESSRS. EDITORS:—As your paper is devoted to the benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore Railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large eight wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Delaware, Sept. 28, 1840.

The undersigned take pleasure in alluding to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,  
GEORGE CRAIG, Superintendent,  
JAMES ELLIOTT, Sup't Motive Power,  
W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the N Jersey Railroad and Transportation Office, No. 1 Hanover st., New York.

## TO RAILROAD COMPANIES and MANUFACTURERS OF RAILROAD MACHINERY.

—The subscribers have for sale American and English Bar Iron, of all sizes; English Blister, Cast, Shear and Spring Steel; Juniata Rods; Car Axles, made of double refined iron; Sheet and Boiler Iron, cut to pattern; Tiers for Locomotive Engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article.

The Tyres are made by Messrs. Baldwin & Whitney, Locomotive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

N. E. corner 12th and Market streets, Philadelphia, Pa.

**TO THOSE INTERESTED in Railroads.** Railroad Directors and Managers are respectfully invited to examine an improved Spark Arrester, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used, is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks, passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust, they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity, to the bottom of this chamber; the smoke and steam passing off at the top of the chimney through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits.

E. A. Stevens, pres't Camden and Amboy railroad company; Richard Peters, superintendent Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Philadelphia, Reading and Pottsville railroad, Reading, Pa.; W. E. Morris, pres't Philadelphia, Germantown and Norristown railroad company, Philadelphia; E. B. Dudley, pres't W. and R. railroad co., Wilmington, N. C.; Col. James Gadsden, pres't S. C. and C. railroad comp'y, Charleston, S. C.; W. C. Walker, agent Vicksburg and Jackson railroad, Vicksburg, Miss.; R. S. Van Rensselaer, engineer and sup't Hartford and N. Haven railroad; W. R. McKee, sup't Lexington and Ohio railroad, Lexington, Ky.; T. L. Smith, sup't N. Jersey railroad trans. co.; J. Elliott, sup't motive power Philadelphia and Wilmington railroad, Wilmington, Del.; J. O. Sterns, sup't Elizabethtown and Somerville railroad; R. R. Cuyler, pres't Central railroad co., Savannah, Ga.; J. D. Gray, sup't Macon railroad, Macon, Ga.; J. H. Cleveland, sup't Southern r. road Monroe, Mich.; M. F. Chittenden, sup't M. P. Central railroad, Detroit, Mich.; G. B. Fisk, president Long Island railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin and Whitney, of this city, will be promptly executed.

FRENCH & BAIRD.

N. B. The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia Pa., April 6, 1844.

## TO IRON MASTERS—FOR SALE,

Mill Sites in the immediate neighborhood of *Bituminous Coal and Iron Ore*, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railroads. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY,  
Civil Engineer,  
No. 23 Chambers st., N. Y.

**SAMUEL NOTT**, Civil Engineer, Surveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites, Towns, Farms, Wild Land, etc., etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

### — REFERENCES. —

Col. James F. Baldwin and Col. J. M. Fessenden, Civil Engineers, Boston; Wm. Parker Esq. Engineer and Superintendent Boston and Worcester railroad.

**SPRING STEEL** for Locomotives, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1 1/4 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOHN F. WINSLOW, Agent,  
Albany Iron and Nail Works, Troy, N. Y.

**ANDREW MENEELY'S** Manufacturing Establishment, West Troy, Albany County, New York. The subscriber manufactures and keeps constantly on hand Theodolites, Transit instruments, Levels, etc., of the most approved construction. He would invite the attention of surveyors to his Improved Compass, which is almost equal to a Theodolite, inasmuch as angles can be taken without the needle. Angles of elevation can be taken with precisely the same accuracy as horizontal angles. Town clocks, with dead beat escapements, warranted to perform in the best manner, and keep correct time. He still continues to cast Church Bells, warranted not only to stand, but tone such as to give satisfaction and please, and fastens to them cast iron yokes, ready to hang. Also steamboat and factory bells, of all sizes, constantly on hand: and copper and brass castings of every description made to order.

**PATENT Hammered Railroad, Ship and Boat Spikes.** The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of railroad, ship and boat spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscribers at the works, will be promptly executed.

JNO. F. WINSLOW,

Agent Albany Iron and Nail Works.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; Jas. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

## PATENT RAILROAD, SHIP AND

Boat Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of wrought Spikes and Nails from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent,) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with spikes made at the above named Factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory prices by I. & J. Townsend, Albany, and the principal iron merchants in Albany and Troy; J. I. Brower, 222 Water street, New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his spikes.

**W. R. CASEY, CIVIL ENGINEER,** No. 23 Chambers street, New York, will make Surveys, Estimates of Cost and Reports for Railways, Canals, Roads, Docks, Wharves, Dams and Bridges of every description, with Plans and Specifications, and when required, superintend their execution.

He will also make Surveys of Estates, with correct maps and descriptions of the same; and examine and report on the best mode of rendering them productive by draining, mines, quarries, water power, roads, bridges, wharves, etc.

**R. F. LIVINGSTON, Civil Engineer** Hudson, New York. Refer to W. R. Casey, 23 Chambers st., N. Y.



## STATE WORKS OF PENNSYLVANIA.

The members of the present Board of Canal Commissioners entered on the duties of their office on the 9th day of January last, in pursuance of the provisions of the law under which they were elected; and now have the honor to submit to the consideration of the Legislature and the people, a report upon the operations of the public works during the last fiscal year from the 30th November, 1843, to the first of December, 1844.

The receipts during the year have been as follow, viz:

For motive power charges on the Philadelphia and Columbia railroad, including charges for the use of trucks, -	\$233,000 13
Ditto, on the Allegheny Portage railroad, -	114,580 20
	<u>\$347,580 33</u>
For tolls on the Philadelphia and Columbia railroad, -	\$207,157 01
Ditto, Allegheny Portage railroad, -	65,200 42
	<u>272,357 43</u>
	<u>\$619,937 76</u>
To which add receipts for materials sold (old iron) on the Philadelphia and Columbia railroad, -	3,179 28
	<u>\$623,117 04</u>

For canal tolls on main line of canal, including collections at bridges, aqueducts, and out-let locks, -	\$351,101 92
Ditto, on the Delaware division, -	109,277 53
Ditto, on the Susquehanna, North and West Branches, -	101,948 89
Ditto, on the Beaver division, -	7,381 31
	<u>569,709 65</u>

Total gross receipts, -	\$1,192,826 69
From which deduct certificates of drawbacks received in payment of tolls on main line, by A. B. Cummings, late collector at Philadelphia, -	\$ 939 00
By John S. Cash, present collector at Philadelphia, -	24,284 27
	<u>25,223 27</u>

Actual receipts in cash, \$1,167,603 42  
The expenses incurred during the year have been as follow:

For maintaining motive power on the Philadelphia and Columbia railroad, including expenses of trucks, -	\$144,514 71
Ditto, on Allegheny Portage railroad, -	106,321 40
For repairing and keeping the Philadelphia and Columbia railroad in order, exclusive of \$1,399 89, for bridges, -	\$51,303 09

Ditto, on Allegheny Portage railroad, -	29,724 00
Total repair expenses on railroads, -	81,027 09
Total expenses of motive power and repairs on railroads, \$331,863 20	
For repairing and keeping main line of canal in order, -	67,817 66
Ditto, Delaware division, -	17,662 64
Ditto, Susquehanna, North and West Branches, -	40,737 21
Breaches and rebuilding dam at Lackawanna feeder, -	6,989 38
For repairing and keeping Beaver division in order, -	2,361 04
Compensation of collectors, weighmasters, inspectors of cargoes and assistants, including house rent, stationery, printing, postage, and all other incidental expenses, -	32,837 32
Ditto, lock-keepers, -	31,762 00
Total expenses, -	<u>532,030 45</u>
Net receipts over expenditures, -	<u>\$635,572 97</u>

If from the above be deducted the sum of \$5,914 15, the compensation for the year, of the Canal Commissioners, their secretary, clerk and messenger, including stationery, printing, postage, and all other incidental expenses of their office, the net balance over all the expenditures in any manner pertaining to the fiscal year just closed, exclusive of the appropriation for repairing bridges and the locks at Franklin, will be \$629,658 82.

In order to encourage the coal trade on the public works as far as practicable, the Board were induced to allow liberal drawbacks on mineral coal reaching Columbia along the state improvements, and also on that reaching Bristol by the Delaware division. This method of reducing the tolls on the through trade was adopted, in order to preserve a fair rate of toll on the local or way trade; and it is believed that the receipts on the through trade have been increased by the adoption of the policy. This course seemed to be rendered indispensable to the interests of the State, in consequence of the reduced rate of charges on other improvements in which she has no direct interest, occasioned by the competition of rival corporations.

The certificates of drawback issued on coal were received in payment of subsequent tolls at the office from which it was shipped, and were deducted by the collectors from the clearances, and the amount received in cash only returned as tolls received.

The navigation opened last spring upon the main line on the 14th March, and continued without any serious interruption during the navigable season, except about four weeks from the latter part of August, extending through the greater part of September, during which period the boatmen experienced much detention for want of a sufficient supply of water on the upper levels of the Juniata division. During a great part of this time a full loaded boat could not pass, and for about two weeks the navigation on this portion of canal was entirely sus-

pending, and the transporters compelled to transship their loading and haul it by wagons between the Portage railroad and the point where the boats were stopped, or suffer delay and suspense for an indefinite period.

Interruptions to the regular transportation of goods have occurred to some extent every year since the line has been in operation, occasioned by the want of a sufficient supply of water at the head of canal navigation, on one or both sides of the Allegheny mountain. Last year the supply on the west side was such as to prevent much delay, but this fact affords no guaranty that it will be sufficient the ensuing season. These interruptions always occur at one of the most important periods of the year for the transportation of merchandize west, and it cannot be doubted, that the State has lost, from this cause, much of the carrying trade, and consequently a very large amount of tolls. They have a tendency to give the route a character for uncertainty, and cause all those who may have made arrangements requiring punctuality in the delivery of their goods, to seek other and more certain routes, even at a greater expense. The Board, therefore, cannot urge upon the Legislature too strongly the necessity of making provision for completing the Eastern and Western reservoirs at the Allegheny mountain as soon as may be practicable, consistent with sound economy; particularly the one on the eastern side of the mountain, which is nearest completion, and the necessity for which is considered the greatest.

The section boatmen experienced some detention for want of a sufficient number of state trucks to pass them over the railroads without unnecessary delay. Whatever may be the relative merits of the two systems of transportation by section boats and cars, the Board believe the section boat system has produced advantages to the State, by regulating the prices of freight and thereby increasing trade. It is, therefore, earnestly recommended, that authority be given to contract for a sufficient number of trucks to afford reasonable accommodation to section boats, either with the owners of those already constructed or for the construction of new ones, as may be most advantageous, to be paid for out of the motive power fund. It is believed they could be obtained on fair terms, and paid in instalments, without embarrassing that fund. Should the Legislature coincide in this recommendation, and make provision for carrying it into effect, it is of the utmost importance it should be done immediately, in order that the trucks may be in readiness for the spring trade, as delay would, in a great measure, defeat the object in view.

In 1842, an act of the Legislature was passed authorizing the incorporation of a company to complete this work, and by a supplement thereto, passed in 1843, the company, on certain conditions, are to have the canal already finished, from the Lackawanna to the out-let into the pool of the Nanticoke dam, at Solomon's creek. The stock in this company has not yet been taken, and the whole subject is consequently within the control of the Legislature. The Board have only to remark in conclusion on this subject, that whatever legislation may hereafter take place in regard to it, the right of the State to resume the work ought to be specially guarded, and no part of the finished line below the Lackawanna should be surrendered. The advantages that this improvement presents to capitalists, as a sure and profitable investment, are such as should afford ample inducement to undertake its completion on fair and liberal terms.

By an act of the Legislature, approved the 7th day of March, 1843, entitled "An Act to in-

corporate the Erie canal company," it is provided, that upon the issuing of letters patent by the Governor to the said company, the Erie division of the Pennsylvania canal, from the town of Erie to the mouth of Beaver, on the Ohio river, together with the French Creek feeder, shall be vested in the corporation, together with the surplus water power, and all the property owned by the Commonwealth pertaining to the same: "Provided, That the Beaver line of said canal, from New Castle to the Ohio river, shall not be surrendered up to the said company until the whole line from New Castle to Erie shall be completed, and in actual use, for the transportation of merchandise throughout its whole length: And provided further, That the Legislature reserves the right to resume the possession of the said Beaver division from New Castle to the Ohio river, with all the privileges and franchises hereby granted in relation to said division, if it shall be deemed necessary to secure the interests of the Commonwealth, or the rights of any other party: And provided further, That in the event of a resumption by the State, it shall be had on such terms as to do no injustice to the incorporators under this act."

This company obtained a charter in pursuance of the said act, and that part of the canal between New Castle and the town of Erie was surrendered on the first day of August, 1843, and the Beaver division has remained in the possession of the State, and under the control of the Canal Commissioners, until the present time.

The members of the Board, however, have learned that the company, on the allegation of having completed the whole line, has obtained an order for the surrender of this part also, on the first of January next.

It cannot but be regarded as a matter of deep regret, that any circumstances should have existed, which, in the opinion of the Executive, rendered it necessary to direct the transfer of a work of so much importance to the interests of the Commonwealth, on the eve of the meeting of the Legislature. The hope was confidently indulged, that as soon as the Legislature could meet, measures would be adopted not incompatible with the provisions of the charter, to continue the possession and control of this portion of the canal in the Commonwealth.

When the other part of the line was surrendered, it was done through the medium of the Board. In this instance they have had no official information on the subject, nor did they know the company had claimed its possession until after the order for its transfer had been issued to the officers on the line.

Strong doubts are entertained as to whether it is completed, and in actual use, for the transportation of merchandise throughout its whole length, as required by the act of incorporation; and if these doubts, upon an actual examination, by competent and disinterested persons, should prove to be well founded, the company has no right to the possession of the Beaver division.

In the opinion of the Board, this subject, above all others, connected with the internal improvements of the State, demands the serious and immediate attention of the Legislature. At the same time the company obtained the charter for this improvement, that part of it, from New Castle to Erie, including the French Creek feeder, had, from the best data the Board have been able to obtain, cost the State \$3,721,056 86; and the Beaver line, including cost of repairs over receipts \$760,148 48; making the aggregate cost of the whole line, contemplated by the act of incorporation to be surrendered to said company, \$4,481,205 34; and the sum necessary to com-

plete the same, as estimated by the engineer on the line, was \$297,926 02; but the chief and most important consideration connected with the subject, is not to be found in the immense cost of the work thus surrendered without consideration, when it required so small an amount for completion. What most claims the earnest attention of every Pennsylvanian, is the effect it may have in the hands of a company of adverse interests, on the commerce of the State, and the carrying trade of the main line of improvements.

The distance from Buffalo to Erie is 90 miles; and from Erie, by the way of the Erie division of the Pennsylvania canal, to the mouth of Beaver is 136 miles; making the whole distance from Buffalo, by this route, to steamboat navigation on the Ohio, 226 miles. The distance from Buffalo to Cleveland is 180 miles; and from Cleveland to Portsmouth, by way of the Ohio canal, 309 miles; making the distance from Buffalo, by this route, to steamboat navigation on the Ohio, at Portsmouth, 489 miles; and from Cleveland, by way of the Pennsylvania and Ohio canal and the Beaver line, to steamboat navigation on the Ohio, at the mouth of Beaver, 143 miles; making the distance from Buffalo, by the last named route, 323 miles.

Thus, it will be perceived, that the Erie division of the Pennsylvania canal is much the shortest route, which connects Lake Erie with steamboat navigation on the Ohio river.

It is not only the nearest and most direct route, but it can be made much the cheapest, in proportion to distance, because of the large donation made by the State, and the trifling sum it will have cost the company.

The mouth of Beaver is 28 miles below Pittsburgh; and there is every reason to believe that a large portion of the trade of the Ohio river, which now comes up to Pittsburgh, and thence along the Pennsylvania improvements to Philadelphia, will be diverted at this point to the lake, and thence to New York; and that a large amount of merchandise from the east to supply the west, which would otherwise pass on the Pennsylvania canals and railroads, will find its way by the lake route and through this canal to the Ohio river.

There is no minimum rate of toll fixed in the act of incorporation, consequently the company may reduce the toll so low as to make it comparatively a free canal; and by the increased amount of business, which may be thus attracted, raise sufficient revenue to make large dividends on the small investment of the stockholders. If this trade could be obtained by the company without being diverted from the state improvements, there would be no just cause of complaint. But when it is considered that this canal has been constructed at a cost of over four millions and a half of the people's money—that they are taxed to pay the interest thereon—and that it is now in the hands of a company and may be so used as to injure the prosperity of the commercial metropolis of the State, and divert the carrying trade from the main line of the State improvements, thereby causing the necessity of increased taxation, it is impossible for any Pennsylvanian to avoid feelings of the deepest mortification. It is a subject which deeply concerns every man interested in the commerce of Philadelphia—every holder of State stock, and every tax-payer in the Commonwealth.

Its effects upon the interests of the State at large, in diminishing her commerce and depreciating the value of her canals and railroads, would be difficult to estimate. Vitally important, however, as the Board view this subject, as

connected with the interests of the State, they have no disposition to recommend any course that would do injustice to the company. Should the Beaver division, unfortunately, have actually passed into its possession, the right to resume it, at any time the interests of the State require, is reserved; and the right to resume the whole line at any time, on refunding to the company the money expended in its completion, with interest, is also reserved. In order, therefore, that full justice may be done to all parties interested, an immediate and thorough investigation of the whole subject should be instituted. It should be ascertained whether the work has been completed in the correct sense of the term, according to the true intent of the law, and how much it has actually cost in money, preparatory to the resumption by the State of the whole line. In the mean time, if the Beaver division shall have passed into the possession of the company, it ought to be resumed forthwith, so that the State may have the power to regulate the tolls in such manner as to counteract the influence of the low tolls which may be established by the company, or any other arrangement calculated to injure the commerce and trade of Pennsylvania.

In the former part of this report, the necessity of making a reduction of toll on the article of coal, in the form of drawbacks, has been adverted to. The drawbacks allowed, during the year, on the Delaware division of the Pennsylvania canal, on coal arriving at Bristol, amounted to \$17,199 63; and the tolls actually paid in cash on the same article to \$69,114 59. The retention and increase of the coal trade on this division of the public works, are of great importance to the revenue of the State, and since a reduction of tolls on this line has been deemed essential to encourage the trade, and to enable those engaged in it to maintain a successful competition, it is, in the opinion of the Board, a subject worthy of the consideration of the Legislature, whether the interests of the State would not be promoted by a more direct and less expensive mode of reaching the Delaware and Raritan canal, so as to relieve this important item of trade from any unnecessary burden in the shape of freight, and thereby enable it to contribute more to the State, in the form of tolls, for the use of her improvements.

The only consideration that could have justified the projection of this canal, was the extensive coal trade which was anticipated, and its chief value is now derived from the transportation of this article. Whatever, therefore, will tend to facilitate and increase this trade, not incompatible with other paramount interests of the State, ought to be encouraged.

The Board incline to the opinion, that a connection with the Delaware and Raritan canal at New Hope, or somewhere below that point, would not be injurious to the interests of the State, but, on the contrary, would tend to promote them, by increasing the transportation of coal on the canal. They, however, believe if such connection should be permitted, that all tonnage passing out of or into the Delaware division at this point, should pay the same tolls as if it passed out or entered at Bristol. They entertain this belief because this canal has been constructed at great public expense, to afford an outlet for the coal of the Lehigh, and to accommodate the trade between Easton and Philadelphia. If the State should permit any portion of it to pass out before reaching Bristol, for the purpose of saving freight to the transporters, it furnishes no reason why she should lose any of her tolls on a work made purposely for the benefit of such trade. Should the Legislature directly authorize the connection, the interest of the State, in her tolls, should be well secured.



The Board are further of opinion, if this connection be authorized, the State should secure the entire control of the out-let lock at Easton, so that all trade passing through the same be subject to such tolls as she may find it her interest to impose.

The interests of the Commonwealth require that some change should be made in regard to carrying passengers over the Philadelphia and Columbia railroad. At present the cars in which they are carried are owned by individuals, who pay a certain rate of toll per mile for each passenger—the State having no control over the rate of fare.

In 1843, they were carried under a contract with a company who furnished the cars and received a specific part of the fare as their compensation, and all above that sum was paid to the State. In this contract there was a stipulation in regard to the rate to be charged to passengers, but from some cause the arrangement did not seem to meet public approbation, and was abandoned.

The system now existing was in operation when the present Board entered on their duties. The experience of the past year has satisfied them, that it is not the most profitable one to the State, as in their opinion she does not receive a full proportion of the amount paid by those who pass over the road.

On this subject the Board would respectfully refer the Legislature to the annual report of the intelligent and very efficient superintendent of the road, in whose views they entirely concur. It is confidently believed, that if cars were placed on the road by the State, she would gain nearly as much in one year as would pay for the stock required. The authority to place cars on the road, and to use a portion of the motive power fund for that purpose, is therefore, earnestly recommended to the immediate consideration of the Legislature.

The tonnage reports from some of the principal officers, will shew a considerable increase of business during the past year on the public works, over the preceding one. What it may be during the coming year is of course altogether conjectural, but it is not believed it will be in the same ratio of the one just closed. The unfortunate destruction of the railroad bridge, at Harrisburg, may, to some extent, have an unfavorable influence on the business of the Philadelphia and Columbia railroad. The opinion is entertained that there will be a fair increase in the articles of coal, iron, and other productions of the State; and should the trade on the Main line not be injured by a diversion to the Erie extension and other rival routes, or by interruptions to the navigation that cannot be foreseen, there is no reason to doubt an increase on all the public works, corresponding with that of the growing wealth, population, and prosperity of the country.

#### MICHIGAN.

The Albany Argus says of the public works of Michigan:

As these topics are interesting to the citizens of New York, we give the following summary of the present condition of the public works. They show a steady progress during the last year.

The Central road was finished to Marshall about the 10th of August last, and since that time has been in use between Detroit and that place, a distance of 110 miles. The total amount of receipts the past year was \$211,169 64, of which \$83,551 03 was for passengers, and the balance for freight. The whole expense

of repairs and running the cars during the same period was \$89,419 51, leaving a net profit, according to the statement of the acting Commissioner, of \$121,750 33. Of the net revenue, \$25,345 41 have been paid into the State Treasury, \$57,424 53 paid for iron, and the balance, except about \$3000 on hand, mostly expended in the increase of stock and further improvement of the facilities of the road, in the construction of side tracks, and building a warehouse at Detroit. The board estimate the receipts on this work the ensuing year at \$275,000 00.

This road is also mostly graded from Marshall to Kalamazoo, a further distance of 36 miles, and will be ready to receive the iron on that part of it at an early period of the ensuing season. The state would meet with but little difficulty in obtaining the necessary supply of iron, but for the high price of that article, caused by the tariff of 1842, the cost of the quantity wanted to lay the track between the places named being increased, in consequence, little less than thirty thousand dollars. It is confidently believed, however, notwithstanding its enhanced price, that the iron can be obtained without further legislative action upon the subject, and the road made available to Kalamazoo before the close of the current year. A further small appropriation of 20,000 acres of land is required for the erection of buildings at the several stations and for construction of the necessary side tracks.

The whole amount of receipts upon the Southern road the last year was \$60,340 51, being an excess of \$36,276 01 above those of the preceding year. The receipts were all required and have been expended in running cars, in repairs of the road and in the further increase of stock; and a debt previously incurred for like objects, estimated to be about \$10,000 00, still remains unpaid.

The road being in a dilapidated condition at the commencement of the year and its stock being insufficient, the expenditures that have been made were anticipated, and the legislature, at its last session, advised of their necessity. The improvement of the harbor at Monroe, affording, as it does, greater facilities to commerce, the present good condition of the road and the increased quantity of its stock, now valued above \$50,000, all warrant an estimate of receipts upon this work the ensuing year, greatly exceeding that of any preceding one; and it is confidently believed, that besides paying current expenses, the revenue will be sufficient to pay a portion of the indebtedness contracted by the board for iron. The cost of the iron purchased for this road, under the act of February 21, 1843, including two locomotives, was \$58,612 74, of which \$45,006 94 have been paid from receipts from the Central road, and the balance being \$13,605 80, remains a charge upon the future proceeds of the public works, and is part of the debt above-mentioned. The Board estimate the receipts on the Southern road at \$100,000 the present year.

Contracts for the completion of the Clinton & Kalamazoo Canal, between the villages of Rochester and Frederick, were made in the spring, in accordance with the provisions of the Acts of March 1, 1843, and of March 2, 1844, at a price not exceeding the estimates of a competent engineer, and for a sum less than the appropriation made. In the progress of the work it has been found that, by reason of subsequent dilapidation, a greater amount of labor is required than had been estimated, and that in consequence, the object of the acts named cannot be fully carried into effect without additional legislation. The

contractors have, however, continued their work, relying on the legislature for recompense of their labor, by a further appropriation.

Contracts were also made, during the summer, for the improvement of the navigation of the Flint River below the village of Flint. The unusual high state of water during most of the season in all our rivers afforded facilities for making the improvements required in this stream, which consisted mostly in the removal of the flood-wood that had accumulated at various points; and the work has progressed to the satisfaction of the board, and its entire completion may be expected according to the terms of the contracts.

The necessary improvements in the navigation of the St. Joseph river, between Union city in Branch county, and Sturgeon Lake in St. Joseph county, being of the character required upon the Flint, have been made with advantage the past season; but the improvements needed below that lake, being such as can only be made at a low stage of water, have been necessarily postponed until the ensuing summer, when it is hoped that the causes of delay, which have existed the last two years, will no longer prevent their completion.

Gov. Barry is evidently in favor of selling the public works, believing that this would be the best means to wipe out the state debt, and at the same time, to finish the Central Railroad to St. Joseph.

The Message contains a summary of the present debt of the state, and the means of payment, showing the following results:

Total funded debt, including interest,	\$3,355,242 48
Ditto unfunded debt, do.	721,934 90

Total debt of the state,	\$4,077,177 38
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#### RESOURCES.

Central railroad, cost to Dec. 1, 1844,	\$1,842,308 00
Southern do. do. do.	936,295 00
	\$2,778,603 00

Ten per cent. added for interest, paid during construction, and for other incidental expenses,	277,860 00
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Palmyra and Jacksonburg railroad, cost including interest,	30,000 00
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Locomotives and cars on Central rail-road,	\$110,000 00
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Do. on Southern do.	51,000 00
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Materials on other works,	500 00
	161,500 00

Total value of railroads and fixtures at cost,	\$3,247,963 00
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Due from Detroit and Pontiac railroad company,	130,000 00
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Value of unsold internal improvement lands at a minimum price	467,500 00
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Salt Spring lands, 72 sections at \$2 per acre	92,160 00
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Taxes uncollected and cash on hand,	179,000 00
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Assets of Michigan State Bank and other assets estimated,	33,377 00
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Total available resources of the state,	\$4,150,000 00
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Excess of resources over liabilities,	\$72,822 62
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	\$4,150,000 00
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	\$72,822 62
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SMITH'S PATENT WIRE ROPE.—H. M.'s steam-frigate Penelope, from 10th Sept., 1843, to 5th July, 1844, had steamed and sailed 14,256 nautical miles; the Patent Wire Rope Rigging answers exceedingly well.—Hampshire Tel.



## ENGLISH RAILROAD SHARE-LIST.

ENGLISH RAILROAD SHARE-LIST.												
NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	Total sums, in pounds, authorized to be raised by loan or mortgage.	Total sums, in pounds, expended at dates of latest balance sheets.	Cost of working in pounds for six months as stated in latest balance sheets.	Total earnings, in pounds, for six months as stated in latest balance sheets.	Dividend at last meeting.		Paid on share.	NEW AND PROPOSED RAILWAYS.		Share Capital.
							Per share.	Per cent. per annum.		Value of share.	Share Capital.	
Arbroath and Forfar.....	15	102,000	35,000	138,870		0 12 6	2 10 0	25	27	Aberdeen.....	1,600,000	
Birmingham and Gloucester.....	55	1,187,500	407,336	1,500,806	39,261	53,203	1 5 0	2 10 0	100	100	Barnsley Junction.....	200,000
Branding Junction.....	23	161,700	365,470	481,452					50	54	Belfast and Ballymena.....	385,000
Bristol and Gloucester.....	37 1-2	400,000	211,000				nihil.	30	36	Blackburn, & Accrington.....	400,000	
Chester and Birkenhead.....	14 1-2	750,000	143,170	518,989	5,856	13,148	0 8 6	1 14 0	50	52	Birk. and Chesh. Junction.....	1,000,000
Dublin and Drogheda.....	31	450,000	150,000	500,869				nihil.	55	72	Bolt. Wigan and Liverpool.....	800,000
Dublin and Kingston.....	6	200,000	152,200	359,000			6 0 0	6 0 0	100	166	Caledonian.....	1,800,000
Dundee and Arbroath.....	16 3-4	100,000	49,445	153,416	2,989	6,993	1 5 0	5 0 0	25	29	Cambridge and Lincoln.....	1,250,000
Durham and Sunderland.....	18 3-4	169,350	124,055	270,392	9,889	17,702		nihil.	34	29	Chatham and Portsmouth.....	5,000,000
East County and North and East.....	86 1-4	4,443,200	1,341,155	3,931,905	47,385	118,726	1 6 6		45	57	Chester and Wrexham.....	120,000
Edinburg and Glasgow.....	46	1,125,000	375,000	1,649,523	29,429	55,866	1 2 6	4 10 0	50	57	Churnet valley.....	1,800,000
Glasgow, Paisley and Ayr.....	51	937,500		1,066,951	12,446	36,736	1 2 6	4 10 0	50	60	Direct Northern to York.....	4,000,000
Glasgow Paisley and Greenock.....	22 1-2	650,000	216,666	787,884	11,572	23,177	0 5 0	2 0 0	25	12	Dublin and Belfast.....	950,000
Grand Junction.....	104	2,478,712		2,453,169	84,309	195,080	5 0 10	0 0 0	100	210	Dundee and Perth.....	250,000
Great North of England.....	45	969,000	581,017	1,262,518	12,201	36,189	1 12 6	3 5 0	100	119	Edinburg and Northern.....	800,000
Great Western.....	221 3-4	4,650,000	3,679,343	7,272,539	132,235	369,904	3 10 0	7 0 0	75	138	Ely and Bedford.....	270,000
Hartlepool.....	15 1-2	438,000	155,540	719,205				8 0 0	100		Glasgow, Dum. & Carlisle.....	1,300,000
Leicester and Swannington.....	16 1-4	140,000		140,000	2,207	6,317	1 5 0	5 0 0	50	57	Gt. South. and West. Ext.....	1,200,000
Liverpool and Manchester.....	32	1,209,000	497,750	1,739,835	57,239	117,559	5 0 10	0 0 0	100	203	Gt. Grimsby and Sheffield.....	600,000
Llanely.....	27	200,000	44,000	221,624			1 0 0	2 0 0	87	100	Harwich & E. coun. Junc.....	160,000
London and Birmingham.....	12 1-2	6,874,976	1,928,845	6,393,468	92,823	405,768	10 0 10	0 0 0	100	218	Huddersfield & M. r. & cl.....	600,000
London and Blackwall.....	3 3-4	804,000	266,000	1,315,640	15,978	23,870			16	6	Kendal and Windermere.....	125,000
London and Brighton.....	56	1,793,800	998,350	2,630,451	29,372	84,880	0 12 0	2 8 0	50	47	Leeds and Dewsbury.....	400,000
London and Croydon.....	8 1-2	550,000	229,000	761,885	7,553	10,545	0 5 0	2 10 0	14	17	Leeds and Thirsk.....	800,000
London and Greenwich.....	3 3-4	759,383	233,300	1,040,930	15,193	28,933		nihil.	13	10	Liv. Ormskirk & Preston.....	600,000
London and South Western.....	92 3-4	2,222,100	630,100	2,596,291	68,457	150,469	1 12 6	6 10 0	41	73	London and Portsmouth.....	1,750,000
Manchester and Birningham.....	31	2,100,000	690,586	1,923,699	15,397	58,162	1 0 6	5 0 0	40	48	London and York.....	5,000,000
Manchester and Bolt n.....	10	778,100	197,730	773,743	8,555	21,140	2 2 0	4 10 0	93	110	Londonderry & Enniskillen.....	500,000
Manchester and Leeds and Hull.....	81	2,937,500	1,943,932	3,921,593	46,653	156,761	7 1 10	6 10 0	100	60	Lynn and Ely.....	200,000
Midland railway.....	178 1-4	5,158,900	1,719,630	6,279,056	76,983	281,898			100	96	Manchester, Bury & Ross.....	300,000
Newcastle and Carlisle.....	61	878,240	188,563	1,135,069	26,499	73,947	4 0 0	4 0 0	100	105	Manchester and Buxton.....	250,000
Newcastle and Darlington.....	23	500,000		405,728				nihil.	21	49	Mullingar and Athlone.....	
Newcastle and North Shields.....	7	150,000	153,876	309,629	8,943	18,466	2 0 0	5 0 0	50	37	Newcastle and Berwick.....	700,000
North Union.....	39	739,201	308,306	1,015,447	9,071	37,794	2 10 0	6 16 8	100	104	Richmond & W. End Junc.....	700,000
Paris and Orleans.....	82	1,600,000	400,000	1,978,415	31,247	91,171	0 16 0	8 0 0	20	39	Scottish Central.....	700,000
Paris and Rouen.....	84	1,440,000			4,191	7,066		nihil.	50	18	Sheffield and Lincolnshire.....	650,000
Preston and Wyre.....	19	830,000	179,852	355,161	11,895	14,876		nihil.	82	93	Shrewsbury and Gd. Junc.....	400,000
Sheffield and Manchester.....	19	1,150,000	311,759	951,455	40,993	81,482	0 10 6	2 2 0	50	39	Shrew. Wolv. Dudley & B.....	900,000
South Eastern.....	88	2,996,000	1,530,277	3,464,172	8,509	18,414	1 0 0	6 5 0	100	55	Trent Valley.....	900,000
Taff Vale.....	30	465,000	154,785	590,006	5,401	13,856	0 15 0	5 1 8	29	37	West London Extension.....	64,000
Ulster.....	25	519,150	20,000	348,626				nihil.	16	25	West Yorkshire.....	1,000,000
Yarmouth and Norwich.....	20 1-2	187,500	62,500	230,250					50	100	Whitehaven & Maryport.....	100,000
York and N. Mid., and Leeds and Selby	28	1,062,500	167,500	676,644	27,132	55,752	2 10 0	10 0 0	50	100	FRENCH RAILWAYS.	

Steam and Miscellaneous.						NAME OF COMPANY.						
NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
AngloMexican Mint.....	10,000	10	10		15 7-8	15 7-8	70	142 3-4	142 3-4	70	1140	
Anti dry Rot.....	10,000		18 1-2		2		2,409	100	100	10	160	160
Australian Trust company.....	5,700	100	35		34 1-2		250	100	100	10	117	117
General Steam Navigation.....	20,000	15	14	10	27 1-2	27	500	100	100	10		
Gt. Western Steam Pa.....			100		25		3,000	100	100	2 1-2	15	15
Metropolitan Wood Pav.....	15,000	10	6	5	6 5-8		247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1 3-4		1,786	100	100	30	505	
Peninsular and Oriental.....	11,493	50	50	7	64 3-4	65	21,418	33 3-4	33 3-4	2 5-8	25	25
Ditto.....	3,200	50	40	7			500	125	125	6	120	120
Polytechnic Institution.....			6				800	150	150	7 1-2	123	123
Reversionary Int. Soc.....	5,387	100	100	4 1-2	104	104	700	140	140	25	480	480
R. Mail Steam Packet.....	15,000	100	60		36 1-2	37	500	125	125	12	230	230
South Western Steam.....	4,000	25	5				300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7 1-2	10	15		200	150	150	19		
Thames Tunnel.....	4,000	50	50				533	100	100	15	240	240
University College.....	1,500	100	100				3,762	26 1-2	26 1-2	5 1-2	30	30

Canals.						NAME OF COMPANY.						
NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Ashby de la Zouch.....	1,432	113	av.	4	70	70	70	142 3-4	142 3-4	70	1140	
Barnsley.....	720	100	100	14	180	180	2,409	100	100	10	160	160
Birmingham, 1-16 share.....	3,000	118 3-4	79	10	150	160	250	100	100	10	117	117
Do. and Liverpool Junc.....	4,000	160	100		13 1-2	13 1-2	500	100	100	10		
Coventry.....	500	100	100	20	365	365	3,000	100	100	2 1-2	15	15
Cromford.....	460	do.	do.	24	250	250	247	100	100	17	365	365
Derby.....	600	do.	do.	9	105	105	1,786	100	100	30	505	
Erewash.....	231	do.	do.	32	440	440	21,418	33 3-4	33 3-4	2 5-8	25	25
Forth and Clyde.....	1,297	400 1-2	40 1-2	4	440	440	500	125	125	6	120	120
Grand Junc.....	11,600	100	100	7	163	161 1-2	800	150	150	7 1-2	123	123
Grand Surrey.....	1,500	do.	do.		20		700	140	140	25	480	480
Gloucester and Berkley.....	5,000	do.	do.		8	8	500	125	125	12	230	230
Grantham.....	749	150	150	8	185	185	300	145	145	14	360	360
Lancaster.....	11,699	47 1-4	47 1-4	3	40	40	200	150	150	19		
Leeds and Liverpool.....	2,897	100	100	34	640	640	533	100	100	15	240	240
Leicester.....	545	140	0	9	139	139	3,762	26 1-2	26 1-2	5 1-2	30	30

Water Works.						NAME OF COMPANY.						
NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Birmingham.....	4,800	25	25	3 5-	28	28	70	142 3-4	142 3-4	70	1140	
East London.....	4,433	100	100	8	223	225	2,409	100	100	10	160	160
Grand Junction.....	5,500	av.	41 2-3	7 1-4	88	90	250	100	100	10	117	117
New River L. B. Ann.....	1,500			2 1-2			500	100	100	10		
Manchester and Salford.....	6,486	av.	30	8 3-8	57	57	3,000	100	100	2 1-2	15	15
Vauxhall, lt. S. London.....	1,000		100	5	55	55	247	100	100	17	365	365
West Middlesex.....	8,294	av.	63 5-8	6 5-8	126	127	1,786	100	100	30	505	

Docks.						NAME OF COMPANY.						
NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Commercial Dock.....	1,065	100	100	3	0		70	142 3-4	142 3-4	70	1140	
East and West India.....		sto.		5 1-4	137		2,409	100	100	</		



## AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.		Length in miles.	Cost.	1843.		1844.		Income.	Expended.	Income.	Expended.	REMARKS.
				Income.	Expended.	Income.	Expended.					
N.Y.	1 Black river canal—(4 years' deficiencies)	35	2,066,285									The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length. No interest is allowed on the yearly deficiencies nor are the six millions paid from auction and salt duties included, principal or interest. The Genesee valley and Black river canals require large sums for their completion, the interest on which is much greater than the estimated gross income of these canals when finished. The estimated costs are \$2,000,000 and \$600,000, and the estimated incomes, from the total expenditures of \$5,553,000 and \$2,400,000 are \$39,000 and \$14,000 respectively. The total receipts for 1843 were \$1,019,401; for 1844 \$1,164,326, and the cost about 30 millions. The receipts for 1844 are as follows: Canal tolls, 578,404 Railroad tolls, 252,856 Motive power, 319,590 Trucks, 13,477 Total receipts, \$1,164,326 of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal.
"	2 Cayuga and Seneca—(14 years' def.)	21	419,830	16,557	10,953							
"	3 Champlain canal	64	1,257,664	102,308								
"	4 Chemung—(11 years' def.)	23	1,012,685	8,140	14,486							
"	5 Chenango—(7 years' def.)	97	3,267,590	16,195	15,967							
"	6 Crooked lake—(10 years' def.)	8	263,950	461	3,674							
"	7 Erie—enlargement of	363	20,435,406	1,880,316								
"	8 Genesee valley—(5 years' def.)	120	4,167,846									
"	9 52 miles opened, cost \$1,500,000			12,292	13,819							
"	10 Oneida lake—(4 years' def.)	6	85,082	225	2,239							
"	11 Oswego—(14 years' def.)	38	882,399	29,147	22,742							
Pa.	12 Beaver division canal	25				7,381	5,386					The receipts for 1844 are as follows: Canal tolls, 578,404 Railroad tolls, 252,856 Motive power, 319,590 Trucks, 13,477 Total receipts, \$1,164,326 of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal.
"	13 Delaware canal	60				109,278	22,870					
"	14 French creek	45										
"	15 Main line											
"	16 Columbia railroad	82				443,336	205,067					
"	17 Portage railroad	36				179,781	138,915					
"	18 Susquehanna division canal	39				351,102	248,943					
"	19 Juniata canal	130										
"	20 Western division canal	105										
"	21 North branch Susquehanna canal	73				101,949	57,633					
"	22 West branch Susquehanna canal	72										
"	23 Year ending 30th Nov.											
Ohio	24 Hocking canal		947,670	4,757		4,926						The canals of Ohio are supported by a property tax of 5 1-2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The Central [Mich.] railroad supports itself as well as the Southern road, and furnishes the means for its own extension.
"	25 Miami canal		1,660,742	68,640	38,826	74,904						
"	26 Miami extension		2,949,250	8,291		12,053						
"	27 Muskingum		1,602,018	23,167		28,241						
"	28 Ohio	310	4,600,000	322,754	123,398	338,267						
"	29 Wabash		2,955,270	35,922	6,400	49,267						
"	30 Walhonding		607,269	838	39,005	1,918						
"	31 Western road		255,014	7,254	1,782	5,817						
Ind.	32 Sundry works		11,000,000									
"	33 Maume canal											
Ill.	34 Sundry works		10,000,000									
Mich.	35 Central railroad			149,987	75,960							
"	36 Southern railroad	68	2,776,297	24,064	7,907							

CANALS.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.		Gross.	Nett.			
	Blackstone										We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet complete to the coal mines, hence its trifling income. The Morris has been lately sold for one million, one-fourth of its original cost. The Schuylkill canal stock has fallen from 150 to 50. The profits are applied to paying off debts.
	Bald Eagle Navigation	25	400,000								
	Beaver and Sandy, (part)		1,000,000								
	Charleston, (S. C.)										
	Chesapeake and Ohio	184	12,370,470	47,637							
	Conestoga	12	300,000								
	Delaware and Chesapeake	13									
	Schuylkill	108	3,500,000	279,795	102,221						
	Farmington										
	James river and Kenhawa										
	Middlesex										
	Port Deposit	10	200,000								We have no reports since September 1843, and are not aware that regular statements calculated to give true ideas of cost and income are ever published. About 3 millions have been expended since Sept. '43. Gross income for '43, \$104,306, upon 82 miles of canal costing nearly 5 millions.
	Delaware and Raritan	43	2,900,000	99,623	53,327						
	Southwark		300,000								
	Tide Water	45	2,900,000								
	Union	80	2,000,000								
	Morris	101	1,000,000								
	Dismal Swamp										

CANADIAN CANALS.		Length in miles.	No. of locks.	Lockage in feet.	Size of locks.			Width of canal.		Estimate.	Expended to Sept. 1843.	REMARKS.
					Length of chamber.	Width.	Depth on mitre sill.	Bottom.	Surface.			
	The Welland canal				feet.	feet.	feet.	feet.	feet.			We have no reports since September 1843, and are not aware that regular statements calculated to give true ideas of cost and income are ever published. About 3 millions have been expended since Sept. '43. Gross income for '43, \$104,306, upon 82 miles of canal costing nearly 5 millions.
	Main trunk from Port Colborne to Port Dalhousie	28	31	328	150	26 1-2	8 1-2	45	81	3,948,572	2,485,572	
	Junction branch to Dunville	31	1	6	150	26 1-2	8 1-2	35	71			
	Broad creek branch to Port Maitland	1 1-2	1	6	200	45	9	45	85			
	The St. Lawrence canal											
	Galops and Port Cardinal	2	2	7	200	45	9	50	90			
	Rapid Plat.	4	2	11 1-2	200	45	9	50	90	672,498	973	
	Farren's point	3-4	1	3 1-2	200	45	9	50	90			
	Cornwall, passing the Long Sault rapids	11 1-2	7	48	200	55	9	100	150	865,372	1,665,663	
	Beaharais, do. Coteau, Cedars and Cascades road	11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426	
	Lachine, do. Lachine rapids	8 1-2	5	44 1-2	200	45	9	80	120	1,001,333	64,439	
	Enlargement of do.											
	Total from lake Erie to the sea	66	57	525								
	Chambly	12	9	74	120	24	6	36	60	200,000	440,000	

COAL COMPANIES.		Length in miles.	R. rd. Canals.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
					Gross.	Nett.		Gross.	Nett.			
	Delaware and Hudson	16	108	2,800,000	930,203	196,702	10				117	
	Lehigh	20	72	6,000,000							31	

AMERICAN RAILROADS.										REMARKS.	
RAILROADS.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.		Value of stock.
				Gross.	Nett.		Gross.	Nett.			
Me.	1 Incl'd. in "Bost. & Me." & "Eastern."									We have no returns from the Maine or New Hampshire roads. The annual reports of the Massachusetts roads will soon be out. The increase for '44 is very great; the receipts of the Western road being about \$850,000.	
N. H.	2 Concord.							13	129		
Mass.	3 Boston and Maine.	109	1,384,050	178,745	68,499	6			108		
"	4 Boston and Lowell.	28	1,863,746	277,315	144,000	8			120		
"	5 Boston and Providence.	41	1,900,000	233,388	110,823	6			109		
"	6 Boston and Worcester.	48	2,885,200	404,141	162,000	6			120		
"	7 Berkshire.	21	250,000		17,50	7					
"	8 Charlestown branch.		250,000			13					
"	9 Eastern.	105	2,388,631	279,563	140,595	6			112		
"	10 Fitchburg.		322,538						109		
"	11 Hartford and Springfield.	25 1-2									
"	12 Nashua and Lowell.	14 1-2	380,000	84,079		8			120		
"	13 New Bedford and Taunton.	20	428,543	50,671	24,000	6					
"	14 Norwich and Worcester.	59	2,166,566	162,336	24,871			3	67		
"	15 Taunton branch.	11	250,000		20,000	8			118		
"	16 West Stockbridge.	3									
"	17 Western, (117 miles in Mass.)	150	8,319,520	573,882	284,432				92		
"	18 Worcester branch.		5,500								
Conn.	19 Hartford and New Haven.	38							92		
"	20 Housatonic.	74	1,244,123				150,000				
"	21 Stonington, (year ending 1st Sept.)	48	2,600,000	113,889			154,724	79,845	40		
N. Y.	22 Attica and Buffalo.	31 1-2	268,275	45,896	7,522						
"	23 Auburn and Rochester.	78	1,727,361	189,693	112,000				110		
"	24 Auburn and Syracuse.	26	743,931	86,291	27,334						
"	25 Buffalo and Niagara.										
"	26 Erie, (446 miles.)		5,000,000						28		
"	27 Erie, opened.	53			48,000						
"	28 Harlem.	26	2,200,000						65		
"	29 Hudson and Berkshire.										
"	30 Long Island.	95	1,500,000						77		
"	31 Mohawk.	16 3-4	1,030,949	69,948	58,780				59		
"	32 Tonawanda.	43	600,000	76,227							
"	33 Troy and Greenbush.	6	180,000								
"	34 Troy and Saratoga.	25	475,865	44,325	21,000						
"	35 Troy and Schenectady.	20 1-2	633,520	28,043							
"	36 Schenectady and Saratoga.	22	300,000	42,242	3,000	1					
"	37 Utica and Schenectady.	78	2,124,013	277,164	180,000	9			131		
"	38 Utica and Syracuse.	53	1,080,219	163,701	72,000				119		
N. J.	39 Camden and Amboy.	92	3,200,000	682,832	383,880						
"	40 Elizabethtown and Somerville.	26	500,000								
"	41 Morris and Essex.										
"	42 New Jersey.	34	2,000,000						93		
"	43 Paterson.	16	300,000						80		
Pa.	44 Beaver Meadow.	26	1,000,000								
"	45 Cumberland valley.	46	1,250,000								
"	46 Franklin.	10 1-2									
"	47 Harrisburg and Lancaster.	36	860,000								
"	48 Hazleton branch.	10	120,000								
"	49 Little Schuylkill.	29	900,000								
"	50 Lykens valley.	16 1-2									
"	51 Mauch Chunk.	9	100,000								
"	52 Minehill and Schuylkill Haven.	18	315,000			12					
"	53 Norristown.	20	800,000								
"	54 Philadelphia and Trenton.	30	400,000								
"	55 Pottsville and Danville.	29 1-2	1,500,000								
"	56 Reading.	94	9,000,000						22		
"	57 Schuylkill valley.	10	1,000,000								
"	58 Williamsport and Elmira.	25	400,000	20,000							
"	59 Philadelphia and Baltimore.	93	4,400,000						22		
Del.	60 Frenchtown.	16	600,000								
Md.	61 Baltimore and Ohio, (1st Oct.)	188	7,623,600	575,235	279,402		658,620	346,946			
"	62 Baltimore and Susquehanna.	58	3,000,000						5		
"	63 Baltimore and Washington.	38	1,800,000	177,227	71,691		212,129	104,529	84		
Va.	64 Greenville and Roanoke.	17 1-2	260,000								
"	65 Petersburg and Roanoke.	60	766,000								
"	66 Portsmouth and Roanoke.	78 1-2	850,000								
"	67 Richmond and Fredericksburg.	61 1-2	1,200,000								
"	68 Richmond and Petersburg.	22 1-2	700,000								
"	69 Winchester and Potomac.	32	500,000								
N. C.	70 Raleigh and Gaston.	84 1-2	1,360,000								
"	71 Wilmington and Raleigh.	161	1,800,000								
S. C.	72 Charleston and Hamburg.	136	2,400,000						8		
"	73 Louisville and Cincinnati.	66	800,000								
Ga.	74 Central.	190	2,581,723	227,532	93,190						
"	75 Georgia.	147 1-2	2,650,000	248,026	158,207		248,096	147,523			
Ala.	76 Tusculum.	46									
Ky.	77 Lexington and Ohio.	40	500,000								
Ohio	78 Little Miami.	40	450,000								
"	79 Mad river.	40	400,000								
"	80 Monroeville and Sandusky.										
Mich.	81 Detroit and Pontiac.	25									
"	82 Erie and Kalamazoo.	33									
Ind.	83 Madison and Indianapolis.	56	152,000								
Can.	84 Champlain and St. Lawrence.	15	212,000		12,000		58,000	24,000	110		



## SALES OF RAILROAD &amp; CANAL SHARES IN BOSTON, NEW YORK, PHILADELPHIA &amp; BALTIMORE.

NAME OF COMPANY.	Monday.		Tuesday.		Wednesday.		Thursday.		Friday.		Saturday.	
	Sh's.	Price.	Sh's.	Price.	Sh's.	Price.	Sh's.	Price.	Sh's.	Price.	Sh's.	Price.
<b>Boston.</b>												
Old Colony.....					50	100 1-2					10	100
Norwich and Worcester.	35	64 1-4	50	63 3-4	50	61 1-4					20	64 1-2
Western.....			4	94	12	93	33	94 1-4			40	94 1-2
Long Island.....	50	71 1-4			150	68 1-2						
Eastern.....	204	103	94	103	185	102 1-2	11	102 1-2	15	104	92	105 1-2
Portland and Saco.....							10	98 1-2				
Boston and Worcester...	4	119			88	118	1	118 3-4				
Lowell.....	8	117			8	117 1-2			4	117		
Reading.....					50	20 1-2			50	20 1-2		
Boston and Maine.....	9	110			47	109 1-2						
Fitchburg.....			10	110							4	110
Concord.....												
Taunton branch.....												
Nashua and Lowell.....												
Boston and Providence...	10	107 3-4			30	107 1-2			64	107		
Reading bonds.....									1,000	70		
<b>New-York.</b>												
Erie.....			25	26 1-4	260	26	325	25 1-2	195	25 3-4	100	25 1-2
Harlem.....	100	62 1-2										
Long Island.....	990	71	1,375	68 1-2	450	69 1-2	1,575	70 3-4	1,940	71 1-2	925	71 1-2
Stonington.....	100	36 3-4	150	36 3-4	375	36	50	36 1-4	150	37	325	38 1-2
Paterson.....					75	80 3-4	50	79	200	78 1-2		
New Haven & Hartford..									5	92		
Housatonic.....							50	25 1-2				
New Jersey.....	75	94					10	94 1-2			200	94 1-2
Mohawk.....	425	59 1-4	260	60	425	58 1-2	185	58 1-2	50	59	316	60
Reading.....			325	42	100	42					75	42
Morris canal.....	1,055	26 1-4	665	22 3-4	805	23	1,530	28	666	26 3-4	300	27
Utica and Syracuse.....					20	119						
Norwich and Worcester.	1,400	63 1-2	550	63	1,025	62	555	64	425	64 1-2	1,125	64 1-2
<b>Philadelphia.</b>												
Camden and Amboy.....											10	110
Camden and Amboy 6's...									1,052	98		
Reading.....			200	21 3-8	50	21 1-2					150	20 3-4
Reading bonds, 6's.....							2,000	63 1-2	4,000	63 1-2	1,000	63 1-2
Wilmington.....	150	21 1-4	450	20 3-8	190	20 1-2	392	20 1-4	119	20	1,707	19 1-4
Wilmington bonds, 6's...							1,000	78 1-2	500	78		
Lehigh mortgage.....							2,400	67				
Chesapeake and Del. 6's...			10, M	65 1-2	13, M	66 1-2					800	66 1-2
Schuylkill Nav.....	39	31					25	30				
Lehigh Nav.....							50	11				
<b>Baltimore.</b>												
Baltimore and Ohio.....	4	83	65	48 1-2			20	48 3-4	30	48 1-2		
Baltimore & Washington												
Baltimore & Susquehanna											20	23-4
Philadelphia & Baltimore												

## Notes to sales of Stocks.

The prices given are the average of each day. When there is any sudden rise or fall in one day it will be alluded to in a note. When the sale of bonds is noticed, the figures in the column headed "Shares" give the amount sold in dollars. It will be seen that the sales have been very heavy. Two of the solid Boston stocks have fallen on account of the projection of rival lines, but on the whole it shows that the confidence in the dividend paying stocks rather increases with the "stock panics."

✍ We call the attention of Directors to the Tabular Advertisement of the New Jersey Railroad and Transportation Company on our last page. A similar advertisement for each of the principal railroads would afford to the traveller in our widely extended country, information which is at present beyond his reach, even had he access to all the papers in the United States.

The attempt to sell the "main line" of canals and railroads from Philadelphia to Pittsburgh has turned out a failure—the attendance being trifling, and no bids.

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## AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N. Y.

Thursday, January 23, 1845.

We defer any farther remarks on the State works of New York, until the publication of the reports of the canal commissioners.—Everything seems to denote that the general policy of the State, with reference to the canal system, is likely to be very generally agitated during this session, both in and out of the halls of legislation. The meeting at Rochester on the 29th of this month, by provoking discussion, must inevitably draw public attention to the present odious and unjust tax, and thus prepare the community to understand the far more serious injury inflicted on almost all classes by that most "peculiar institution," which denies to western New York the use of the most extraordinary invention of modern times—the railroad.

✍ The advertisement of Messrs. Norris, Brothers, engineers, of Philadelphia, on the last page, has been delayed from the impossibility of sooner procuring the cut from the engravers, who are overrun with business at the close of the year. Even now we have

only the "freight engine" on six wheels, all drivers, but are promised the passenger engine for our next number. These engines are so arranged that inequalities in the road do not diminish the number of points of bearing, and on a road in tolerable order, the weight on the drivers may, practically speaking, be considered uniform. They also traverse curves with remarkable facility, a quality which, highly creditable to the maker, is very apt to lead inexperienced engineers and directors into irreparable mistakes in locations. Messrs. Norris, Brothers continue to execute large orders from Europe, notwithstanding the high price of iron. In fact, engines are built for less in Philadelphia, than in England, as far as labor and profits are concerned. After numerous trials, the attempt to make tyre for the driving wheels of locomotives has been given up, and the Philadelphia engineers use exclusively English tyres, paying four cents per pound duty! Notwithstanding all this, the price of an engine here is about the same as in England.

✍ The *Railway Times* announces the appearance of the first number of the "Railway Register," edited by Hyde Clark, Esq., C. E., a name well known to all educated engineers, from his valuable papers in the "Civil Engineer." The *Railway Times* speaks highly of the contents of its new auxiliary.

✍ We would draw attention to the advertisement of Messrs. Morris, Tasker & Morris, next that of the Messrs. Norris, Brothers, on our last page. Welded wrought iron tubes are extensively used in England, and we understand that they have given satisfaction on the Reading railroad. They are heavier than copper tubes, and their conducting power is said to be a *very little* less. On the other hand, the equality of their expansion with that of the boiler must render them less liable to leak, and we should suppose that they would stand the intense heat of mineral coal better than copper flues. The wrought iron tubes of Messrs. Morris, Tasker and Morris are used by Messrs. Norris, Brothers, and Messrs. Baldwin and Whitney, the eminent engineers of Philadelphia, and we can speak from observation of the neatness and excellent quality of the workmanship.

✍ A bill has been introduced into the U. States Senate to purchase the right of sending the mails by railroad by paying a sum in advance. But there is little probability of this or indeed any bill diminishing the rates of postage, passing at this session. In our next we hope to give a full account of the trial trips of the Great Britain, which are said to have been remarkably successful.

## THE FARMERS AND THE CANALS.

We are glad to find that the baneful effects of legislation on the interests of the farmer, are attracting general attention in western New York. The *Rochester Democrat*, of the 7th inst., contains several articles on the Welland canal, in which the injustice of the State tax is well pointed out. The arguments are, however, entirely for western New York. Thus the competition with the western lands is ruinous to their farmers, whose produce—a few miles from the canal—costs more for transportation than from Ohio and Michigan; never reflecting that the Erie canal has built up the central counties and part of the west, at the expense of northern and southern New York. Again, in estimating "the loss to the revenue," they add to "the additional toll which the same property would have paid" if entered at Buffalo, the tolls paid at Oswego. The tolls at that port are a loss to the revenue, i. e. to the revenue "as the Buffalo people understand it." But we proceed to make an extract from the communication of a "farmer" who very pithily observes, that the citizens of other States, using the canal, should be "taxed like our own citizens," a project not very easy to carry out.

"If there is any good reason why we should build the canals, and pay a heavy premium to the very destruction of our own best interests, to induce the products of other States to pass through them, I have yet to learn it. The people of the western States will not pretend that it is pure patriotism of country, or great love for New York, that they use her public works; no, they will tell you it is because here they find a better and surer market, a cheaper and quicker and safer communication. I am glad we are able to accommodate them, and glad to see their products come to us: but my benevolence to them cannot extend to granting them greater privileges than our own citizens enjoy. Using our canals as they do, only when their interest guides them this way, and freed from the cost of building and maintaining them, as we are not, it is no more than right and proper that when they do make use of our public works, they should be taxed like our own citizens, and be required to pay, both on their up and down freight, from lake Erie to the Hudson river, whether they pass in or out of the canal at Buffalo or Oswego, the same rate of toll paid by any citizen of New York who runs the entire length of the Erie canal.

"This great direct tax must be removed from western New York by legislative action. I am glad to see measures being taken to invite a general convention of western N. York, and from any other part of the State disposed to meet with us, to assemble in Rochester, some time in the month of January, to take the great subject into consideration, and there devise a plan or a method to more equally distribute the burthens for the sup-

port of our canals, upon those who use them, and through the medium of that convention, present our claims for relief to the legislature soon to assemble.

Under the operations of the present system the State is losing a very large revenue which this property from other States should pay, the value of our real estate rapidly depreciating, our canal debts unpaid, our taxes increasing, and at the same time our means and resources are diminishing.

## A TAX PAYER AND FARMER.

We find the whole case, as it now exists, stated in the *Journal* for January, 1840.

"Now, the Erie canal is a work as general in its character as any undertaking of the kind can well be, yet, beyond a distance of 25 or 30 miles, its beneficial influence ceases, and it is notorious, that it has been the means of retarding the advancement of the southern and northern counties by offering every inducement to the husbandman to leave his native State, because it costs less to send his produce to market from Ohio and Michigan than from nearly one-half of the State of New York. The western States offer great natural inducements to settlers, and it would be as unfair to them to attempt to check the tide of emigration as it is unjust to our own citizens to use indirect but most powerful means to retard the settling of our northern and southern counties. Not only is the New York farmer to be taxed, but the amount so levied is to be expended in reducing the value of his property by adding, at his cost, great artificial to the already superior natural advantages of the west, and thus enabling the inhabitants of that region to undersell him in his own market."

The following extracts will show the light in which the competition of the Welland canal is viewed in "western New York;" or rather the western canal counties, for there is not a crumb of comfort for the northern and southern parts of the State, whose young men have been drawn off to the west by the Erie canal, and who now avenge their native districts by underselling the farmers of the canal counties. They even speak of reducing the tolls west of Syracuse, the enormous additional taxation which such a course would impose on other parts of the State not being even an element in the investigation.

"In relation to the canal policy, the following facts would appear to exist:

"A canal has been constructed from Albany to Buffalo as a channel for the trade of lake Erie and the chain of lakes west, and the States bordering on the same.

"A side cut from this canal has been constructed from Syracuse to Oswego, as a channel for the trade of lake Ontario and the surrounding territory.

"The British government has constructed the Welland canal, connecting the waters of lake Erie with those of lake Ontario, by a communication navigable for the largest class of vessels.

"By reason of this British canal the produce of the western States can be transported to the tide waters by way of Oswego, through the length of the canals of this State, 154 miles less than if so transported by way of Buffalo through the channel created by this State for that trade, and at a cheaper rate.

"The people of this State have incurred a debt for the construction of these canals, which is a mortgage upon their property, and for the payment of which it has been thought necessary to resort to taxation.

"The resources for the payment of the interest of the debt and the eventual liquidation of the principal, are the tolls upon the property transported on the canals, which tolls are graduated by the distance of transportation.

"The trade of the western States passing through the Oswego and Welland canals, pays tolls to the State upon 154 miles less of canal transportation than that passing through the whole length of the Erie canal.

"The tolls received at Buffalo the present year, are about \$5,000 less, and those received at Oswego about \$55,000 greater than the tolls received at the same places last year, showing in some measure the extent of the diversion of the western trade the present year, while the Welland canal is in some degree incomplete.

"From these facts the following consequences result:

"That the tolls derived from the canals are diminished by the trade through the Welland canal.

"That the amount of the reduction will be increased after the entire completion of the Welland canal.

"That this diminution is to be supplied by taxation upon the citizens of this State.

"That if the full amount of tolls are realized which legitimately belong to our canal system, our citizens will the sooner be relieved from taxation.

"That the introduction of the produce of the western States under this evasion of legitimate tolls, brings such produce into injurious competition with that of our own citizens.

"That by it the value of our own products, particularly wheat, our great staple, is diminished, and the land upon which it is raised is consequently reduced in value.

"That it thus affects the interests of all our citizens who have property to be taxed; and affects the interests of western New York, by diminishing the value of her products, and reducing the price of her lands.

"That all these results are produced, or threatened by the construction of the Welland canal, an enterprize of a foreign government to whom we are under no obligations, and against the consequences of which it is the duty of the State to guard its citizens."

We would draw particular attention to the last paragraph. The immense depreciation of property in the northern, southern and river counties, occasioned by the Erie canal, and the producers it has raised in the west, is all very right. That canal benefited them. As long as the people were taxed to keep



down the tolls on western produce passing *their* doors, no complaint was heard. Even when the produce *via* the Welland canal went to Montreal, not yielding a farthing to "the revenue," no injustice was complained of; but now that this trade passes over 150 miles of the Erie canal, yielding largely to "the revenue,"—at least as *we* understand it—the State is called on to "guard its citizens." In plain English, the canal forwarders, millers and others between Syracuse and Buffalo cannot bear that any considerable amount of western trade should pass *via* Oswego. They do not object to its going down the St. Lawrence to Montreal, but to build up a rival, and that rival Oswego! Though not unused to gales at Buffalo they cannot stand a blow from that quarter. We asserted sometime since that the Welland canal was more for New York than Canada. We derive the benefit of an easier, cheaper and—more than all—earlier communication with the west; and *when* the Welland canal yields a surplus beyond interest and expenses, the people of Canada will draw a revenue from our trade: till that time they must continue to be taxed for our convenience. Both countries have constructed useless canals under the guidance of designing men with little ability and still less integrity; taxation follows with tolerable certainty, unless, indeed, repudiation lend its softening influence.

We will state our views on the present tax. The object is to supply the deficiencies of the canals with their *present* tolls—in other words—to keep down the rates of freight on western produce, which, more cheaply produced than our own, is to be carried to market, in part, at our expense. The English corn laws are not much admired here; but there was no necessity for running into the opposite extreme. Suppose American wheat admitted free into England, and that the British farmer paid a property tax to keep down freights to Liverpool—in what would his situation differ from that of the farmer of New York?—Taxation for the support of the canals is justifiable only, when the tolls are arranged so as to produce the greatest revenue possible. The canal will be used no longer than interest requires; hence, when yielding the greatest revenue possible, it still offers advantages above all other routes. An increase of 30 per cent. in the tolls would relieve the people from taxation; if this increase would not divert any considerable amount of trade, then is taxation not less oppressive than impolitic. Can the rates of toll be materially increased and, at the same time, a greater revenue be collected? As the trade of the Erie canal is entirely with this city and State, the increase

in revenue will be equal to the increase in the rates of toll, unless the trade be in some degree destroyed, for there is no other *practicable* route from lake Erie to New York than by the Erie canal. An increase of 30 per cent. is equal to 11 cents per barrel of flour or 2 cents and 2 mills per bushel of wheat carried from Buffalo to Albany; to assert that this is sufficient to divert trade from New York to New Orleans, Philadelphia or Montreal is to show little knowledge of prices in this country, where even the weekly fluctuations are at least as much. Disguise it as we may, the New York farmer is fleeced for the benefit of the western people, or the forwarders or the consumers here, it is immaterial which.

Again, referring to the last paragraph we find it stated that "all these results are produced or threatened by the construction of the Welland canal." Now these results are not threatened—they are and have been matters of fact for some years; and they are exclusively due to the legislation of this State. The canal meeting at Rochester had the cause of two-thirds of the State tax under their very noses: the enlargement of the Erie canal, and that most unprincipled affair, the Genesee valley canal. The Welland canal has nothing to do with the matter. Had that work never existed, the situation of the New York farmer would have been little changed; the tax would have been only 8 per cent. less than at present. Now, as the legislature of New York has brought the farmer into the tantalizing position of paying a bounty of a shilling per barrel of flour brought from the cheap lands of the west to his own market, he has some claim for relief from the suicidal course into which they have forced him. By no means can relief be granted so easily and justly as by drawing the maximum of toll from the Erie canal, so as to render unnecessary the present galling tax and to clear off the debt as soon as practicable.

We confine ourselves to a general view of the question; and, when it is admitted that those who benefit by the canals should pay for their support—and not those whose property is depreciated by them—it will be time enough to go into detail. What we never can consent to, is: that the New York farmer shall be taxed to keep down freights on the produce of his western competitors. Most sincerely do we wish that we could place a copy of the *Journal*, which has uniformly and perseveringly advocated his interests, in the hands of every farmer in the State; his rights and interests have been too long trampled on by the politicians and forwarders. We are not a little curious to know what

measures will be recommended by the canal meeting at Rochester, to meet on the 29th inst., for the purpose of considering and devising measures to remove the present unjust taxes imposed on the farmer.

#### COAL.

The Philadelphia Inquirer announces a new work on coal, by R. C. Taylor, Esq. We are happy to have it in our power to state that this gentleman is peculiarly well qualified for the task; not from hearsay, but from close personal examination of coal districts, which he had thoroughly examined and reported on. Mr. Taylor is also intimately acquainted with all the routes from the coal regions to the seaboard, and can thus give information necessary to a complete knowledge of the actual value of any part of our numerous and wide spreading coal regions.

"A new work is about to be published, entitled 'Statistics of Coal.' It will embrace an immense amount of valuable matter, and will be comprised in a royal 8vo volume of 750 pages, illustrated with maps. The compiler is Rich'd C. Taylor, Esq., and the publisher J. W. Moore. Mr. Taylor, in his prospectus, says:

"One part of our plan, requiring no inconsiderable labor, is the rendering into familiar denominations the measures, weights, prices and currency of those commercial countries to which we refer. We have adopted for our standards those of Great Britain, France and the United States.

"Our plan embraces a wider range than the consideration of bituminous coal alone. We could not in all cases, distinguish the nature of substances that have been announced as true coal by unscientific persons. Anthracites, of course form an important feature, especially in the United States. The lignites, too, in their various modifications and conditions, constitute a class of fuel too valuable, particularly to continental Europe, to be omitted. The nature of some of the soled bitumens has, not unfrequently, been mistaken. Even the fluid bitumens, the naphtha and petroleum; and, moreover, the asphaltes and the mineral resins, possess claims to notice. Finally, in treating of a certain class of combustibles, we are led to note that of turf or peat; a substance entitled to much higher consideration than it has always enjoyed.

"In the three hundred tables of coal statistics we have brought down the returns to the latest practicable period. In the thousand tables of coal analysis, we have inserted none without the sanction of the highest scientific authority. In these our classification has been partly mineralogical and partly geographical. For our authorities in geology, we have an extensive catalogue. So much as results from our own observations will, of course, be judged by its own merits."

Speaking of the payment of the interest on their debts, the Philadelphia Inquirer wisely urges the sale of their public works, a policy

certainly demanded by "our republican institutions," if they would even rival the limit monarchy of Great Britain, in giving fair play to the energy and enterprize of her subjects.

"In a work of this kind, however, it is the duty of every good citizen to encourage rather than discourage the authorities in their efforts to redeem the credit of the Commonwealth. We cherish the opinion, moreover, that the very fact of full payment in February, with a favorable prospect as to future resources, would greatly tend to inspire confidence. We trust, moreover, that the emphatic and decisive vote of the people, with regard to the sale of the public works, will be duly heeded by the legislature. With those works sold, and the amount received for them applied to a liquidation of a portion of the debt, no difficulty would be experienced in raising by taxation, not only enough to pay the interest in full and promptly on the balance of the debt, but to provide a sinking fund, for the gradual and ultimate liquidation of the principal."

#### POSTAGE BILL.

The attempts of the governments—federal as well as state—to interfere with the ordinary business of the citizens and the very commonest rights of civilized communities, are becoming intolerable. The farmer of western New York has been hitherto debarred the *privilege* (!) of sending his produce to market by railway. We believe that the free negro of Maryland enjoys this right denied to the farmer of our western counties. The fondness for "peculiar institutions" is becoming very general, and the new Postage Bill bids fair to add one to the number. The New York Journal of Commerce says on this subject:

Glorious liberty of an American citizen! He may carry a newspaper with him to read by the way, and that by express allowance of the law. Sovereignty grants thus much, in compassion and grace towards the subject. But then the distinction between "mailable matter" and "merchandise,"—that is the curiosity. The distinction is not in the chattels themselves, but in sundry attendant circumstances.

First, merchandise must be intended for sale as merchandise.

Secondly, it must be transported in the usual mode of transporting merchandise.

Thirdly, it must be consigned to some *bona-fide* dealer or agent for the sale.

And fourthly, but standing first and above all, it must "not be marked, directed, or intended for immediate distribution to subscribers or others."

Here are distinctions for "Philadelphia lawyers" and the Courts to decide.

But to prevent the people from carrying mails is not necessary to the fullest exercise of the powers of Congress. Even upon the plan of making the Department support itself, no man can show that a monopoly is necessary. The necessity even in this case, exists nowhere but in opinion, and that opinion is held against other equally respectable opinion. Mr. Wickliffe and the Post Office Committee of both Houses put together, cannot prove that with an universal postage of two cents, the Department would not support itself. The English P. Office establishment

supports itself with a penny postage, and yields a large surplus revenue. There is no good reason to believe that our own establishment would not support itself at the same rate; especially as by the use of steam, heavy mails can be transported at almost the same price with light ones. Give the Department fair play. Let the Government pay its own postage, as the citizens do. Give us a rate of postage in accordance with the spirit of the age, and the liberty to use the national mails or not, as we please, and then see whether the liberal policy of generous designs will not support the Department quite as well as the miserable quarter-cent, skin-flint tyranny of the bill before Congress.

We are happy to find that there is something to be said on the other side, and that the existence of the people, and their claims to some little notice, are not entirely forgotten at Washington:

MAIL CONVEYANCE AND RAILROADS.—Mr. Merrick has introduced into the Senate of the United States a bill, of which (remarks the New York American) the principle is sound in itself, and carried out into practice would at the same time promote economy and swiftness in the transportation of mails, and afford substantial, and, in some instances, much needed aid to Railroad enterprise yet unfinished.

Section 1st, authorizes the Postmaster General to enter into *permanent contracts* with Railroad Companies for the transportation, during the existence of their charters, of the United States mail, or for a shorter period, and to pay therefor a sum in gross, in advance, either in money or in stock, bearing 4 1-2 per cent. interest—provided that the sum so advanced shall not exceed that of which the interest of 4 1-2 per cent. would exceed the amount now paid annually for the transportation of such mail.

Section 2d, authorizes the Postmaster General, when a Railroad is not finished, to enter into like contracts for such portions of the road as are finished, and for an extension of the service through the whole road when finished—making advances on sections of not less than ten miles in length, as completed.

Section 3. All contracts under the law to be submitted to Congress before they become binding.

We extract the following from the Report of a Committee on the change lately made in the great Northern and Southern mail, from the *Wilmington Journal*:—

That they have applied to the President of the Rail Road Company, and been put in possession of the correspondence between himself and the Post Office Department, and of the facts connected with the subject, so far as they are revealed.

The conclusion which results from our investigation is, that the whole difficulty has grown out of a conviction on the part of the Company that they have not been treated with even hand justice, but have been denied both sufficient time and sufficient compensation. Sufficient time to perform with punctuality and free of fines and complaints, the onerous service of their long and varied line of 337 miles, and sufficient pay to compensate them for the wear and tear consequent upon the night service and the rapid speed required of them. These, we find, have been for years the matters in dispute; and though the pay was materially increased some 12 months ago, yet it did not meet either the bid or the expectations of the Company, who considered themselves justly entitled to an allowance commensurate to that granted to other Companies for similar service.

The most important point of difference, in the opinion of your committee, between the Railroad Company and the Postmaster General is, that the Postmaster General persists in asserting that he has an existing contract with the Company to carry the mail for \$75,000 per annum; whilst, on the other hand, the Railroad Company deny the existence of any such contract, and your committee find the facts to be as follows:

At the letting of the mail contract in 1843, the Company proposed to carry the mail at \$104,000 per annum, and to have 33 hours going South, and 32 hours going North, which was declined by the Postmaster General. But subsequently an agreement was made at \$75,000 per annum, with the provision and understanding on the part of the Company that they would be allowed the time required by them in their first proposal, which it appears they might reasonably have expected to obtain, but they were disappointed, and the Postmaster General required them to perform the service under a less advantageous schedule than they had ever done, and under increased penalties for failures; whereupon the Company in 1843 refused to confirm the contract under the terms insisted upon by the Postmaster General, and have ever since been transporting the mail for the accommodation of the public, at the nominal rate of compensation of \$75,000, without one word of consent or refusal on the part of the Postmaster General, until within a month or six weeks past, and with the understanding on their part all the time, of which they had fully apprised the Postmaster General, that they were doing the duty until the Post Office Department could make other provision.

The Company complains, and it seems to us with great show of justice, that for service of 32 hours each way daily, 20 hours of which is in the night, they are allowed but \$220 per mile, while the average pay to other railroads is at least \$237½ per mile for day service only; and that the mail boat between Mobile and New Orleans, for a speed of less than 7 miles per hour, receives \$426 per mile.

These are the only matters of controversy that we can discover, which have produced a result so disastrous to the whole Atlantic seaboard, particularly of the South. The Department is solicitous to economize and save. The Company is unwilling longer as a matter of principle to submit to terms, of which they have always complained, and which they see by the Report of the Postmaster General, are not imposed on Companies North of us, where the constant stream of profitable travel would render it much more tolerable.

We deplore the misunderstanding. We are sure that the whole commercial country will deplore it, and we think the difference between the parties too small, and the consequences too great, to be allowed to continue. The road asks for simple justice. That the same terms may be conceded to it as are granted to others, and no more.

#### THE PROPOSED NEW RAILROAD.

A writer in a late number of the *Boston Mail* has come out with a great deal of venom and ridicule against the project of another Railroad to Boston, pronouncing it "the wildest vagary that ever entered the head of folly." He however confesses his ignorance of the route, and asks for information in relation to the expectations of its projectors. It is but fair that he should be so informed. Those who have embarked in this undertaking have been urged to it by considerations of the public wants. They have been aware that the existing road origi-



nated in the mistaken idea that its termination at East Boston would greatly enhance the value of the East Boston Company lands, and was indeed a part of that speculation. They knew that the route was unsatisfactory to the public at the time, and that it has been the cause of much complaint since. They know that another route, a better and a cheaper one, was surveyed at the time, and ought to have been chosen. They did not see why, because a company of interested individuals chose to build a road where the travelling public did not want it, and at a very great expense, the community should be obliged to support such an expensive route, and suffer the inconvenience and delay of the Ferry at the end of it. The time had arrived when a road should be built where the public wished it, and at moderate expense, requiring only moderate fares for its support. They have taken zealous hold of the work, and depend for its support on the excellent location of the route, and the accommodation it will give to the public by placing the passengers, when they leave the cars, almost in the centre of the city of Boston. They also see the advantage of passing through Danvers, (a town which the writer in the *Mail* contemptuously calls a "mighty village,") which has a population of over 6000 inhabitants, and whose business will afford a large merchandize income to the road. They also expect a good share of patronage from the western portion of Lynn, as well as from Sangus. They find the route unexpectedly favorable for the construction of a cheap and durable road. We have the authority of a highly intelligent member of the Committee, who accompanied the Engineer over the route, for saying that the portion of it from Lynn to the junction with the Maine Road, (about seven miles,) scarcely varies ten feet from a dead level, Nature appears to have graded the route, and only left it for man to lay the superstructure.

With these advantages, (and we might name many more,) the writer in the *Mail* will not deem the estimated cost (\$300,000) extravagantly low, especially when he sees it publicly stated that the Eastern Railroad propose building a longer road to Gloucester for \$200,000. We hope he will not now consider our estimate much too low.

The writer objects to the greater length of the new road, calling it three or four miles. Now the distance to the centre of the city is scarcely two and a half miles greater, and this will be accomplished before the boat gets half over the Ferry, and in many cases before she leaves the East Boston Depot, so that the saving of time will actually be in favour of the new route.—*Salem Register.*

**SOUTH-EASTERN (LONDON AND DOVER) RAILWAY.**—Sir John Kirkland, Mr. W. H. Thomas, (deputy chairman of the Chester and Holyhead Railway,) and Mr. R. Browne (of Liverpool,) have been elected directors of the London and Dover Railway, in the place of General Hodgson, Mr. Cardwell, M. P., and Mr. L. Cubitt, who have resigned; and Mr. F. Mills has been elected deputy-chairman of the board of directors in the place of Mr. W. P. Richards, who has also retired from the direction.

**IMPROVEMENTS IN STEAM BOAT PROPULSION.**—In the *Mining Journal* of the 26th Oct. we published some interesting particulars respecting Mr. Smart's newly-invented elliptical convex metallic paddle-float. We are glad to find the favourable opinion we then expressed of the advantages of the invention, as applied to steam-boat propulsion, followed by their increased adoption. The satisfaction rendered the Bristol General Steam Navigation Company by

the performances of the *Shamrock* and *Swift*, to which we referred in our notice, have been such as to induce the directors to avail themselves of their use, and Mr. Smart, we understand, has just concluded granting licenses for all their vessels, comprising steamers from 40 to upwards of 200-horse power, and running to various ports in Ireland, the Welsh and English coasts, &c.

**COMPARISON OF THE TUBULAR WITH THE COMMON BOILER.**—Messrs. Bury, Curtis, & Kennedy, of Liverpool, are now making two steam-vessels for the Russian Government, the boilers of one of which is to be of the tubular, and that of the other of the flue description. The vessels and engines are as nearly as possible the same, and the result will be to establish a very fair comparison between the merits of the different kinds of boilers. The flue boilers are, as might be expected, something larger than those upon the tubular plan.

We understand that 20,000 tons of iron tubing have been ordered of Mr. May, of Ipswich, for the South Devon Railway.

**THE LEAD TRADE.**—Operations, larger in extent than have taken place for many years, have within the last few days occurred in lead. The quantity purchased by the leading houses in the trade amounts to nearly ten thousand tons of pig lead, which has completely exhausted the stocks held by the producers. These large operations have been induced by actual demand for foreign shipment, considerable advance is anticipated in the value of this article.

#### IRISH RAILWAYS.

We copy from the *Railway Times* the following remarks on Irish railways, and hail with pleasure the announcement of an "*Irish Railway Gazette*." So much has been said of these projects during the last few years, and so much is generally expected from them in ameliorating the condition of the people, that we know not to what nobler cause an *Irish Journal* can well be devoted.

The success and prosperity which have attended the construction and working of railways in this country, render the daily increasing probability of their being extensively brought to bear in Ireland, a matter of deep satisfaction. If there be anything which is calculated to remedy local grievances, and to repair the injuries arising from social disorganization, it must be looked for in the working of an improved intercourse—the gradual and easy infusion of a more wholesome blood. Politics are not our province; we therefore hope to be considered as speaking generally—as rejoicing at the probable exhibition of a cure for disease, without requiring to look at the peculiar symptoms of the patient.

We very much regret that it is not in our power to chronicle more than a limited number of the meetings which have recently taken place in Ireland on the subject of railway communication. But this defect on our part, which is unfortunately unavoidable, is likely to be remedied by the appearance, during the past week, of the first number of the *Irish Railway Gazette*, a journal which has been called into existence by the number and importance of railway projects in Ireland—and to which, as a valuable means of keeping alive and promoting these, the essence of national prosperity and improvement, we heartily wish success.

A question has been raised among a number of "alarmists," as to the probable security of capital invested in the sister isle, in such under-

takings. But whether the doubt is intended to apply to the capital outlay or to its probable results in the shape of dividend, we think there is little room for question. The construction of railways will carry its own security in the certain improvement, moral as well as commercial, which must as a necessary consequence ensue; and in a commercial point of view, if we only trace the development of the resources of Ireland which has resulted from steam navigation, it requires no conjuror to predict a far greater result, when the difficulties and depreciations of inland travelling shall have been surmounted.

Referring to the official notice of the Board of Trade, dated October 24, we find the attention of their Lordships directed to no less than seven lines emanating from Dublin, and three from Cork. Among the former are communications with the most important cities of Cork, Limerick, Londonderry, and Waterford—besides which the route between Belfast and Dublin is to be completed.

In correspondence with the communication which will thus be opened with the south of Ireland, we are glad to observe the effort which is being made on our side to render the advantages as complete as possible. This is proposed to be effected by means of the South Wales railway, which is to run from the Great Western, through South Wales, to Fishguard, from which port an easy and regular communication may be kept up in six hours with Wexford, and thence onward to Dublin and Waterford.

Among the Irish railway schemes now before the public, there are several having for their terminus the town of Enniskillen, and all contributing to supply the traffic on the great line of communication between Dublin and Belfast. Taking them in order, we have the Dundalk and Enniskillen scheme, which was first in the field; but the very fact of the shares in this project having been taken up in England, should operate strongly by way of caution to parties who trust the interested statements of a prospectus, without having the means or opportunity of satisfying themselves. Suffice it to say, that there is not a single public conveyance between the termini of this proposed line—that the goods traffic is very trifling, certainly not more than 100 tons per week—the country of a most difficult character, and to crown the whole, the Port of Dundalk is only known as being one of the worst in Ireland. True, Sir J. Macneil is a Dundalk man, which may account in some way for a blindness to these defects which marks the prospectus.

Next we find the Great North-Western, from Dublin to Cavan and Enniskillen, as recommended by the Commissioners. Passing through a fine extent of country, much of which is unusually favorable for railway construction, and with a fair estimate according to the present traffic, this line may be considered as promising well.

The Derry and Enniskillen, being the third proposed, is only worthy of notice from the extreme folly which seems to have originated it. The passenger traffic of late has been insufficient to support a solitary public conveyance, which has in consequence been taken off the road. The Commissioners also reported "That they were satisfied that the expected intercourse through that country would not be sufficient to warrant the commencement of a railway for some time to come."

The last, but by no means the least, of these projects, is that for a line from the port of Newry, taking in the large towns of Armagh, Monaghan, Clones, &c., to Enniskillen, with power to extend it to Sligo, on the west coast. On this

we may remark, that the country from Armagh to Enniskillen is very favorable—in proof of which may be stated the small cost of forming the existing canal; and from Clones to Enniskillen the road is almost level, the canal and Lake Erne having a fall of only about 30 feet in a distance of 23 miles. This line, embracing as it does the main stream of traffic, which is almost entirely with Belfast and Newry, and forming a junction with the Ulster railway at Armagh, leaves no doubt of the superiority of its claim to support.

We have offered these few remarks for the purpose of showing how much care and caution is requisite before embarking capital without due investigation. We say this, not in disparagement of Irish investment—some of which we hold to be most desirable—but because the encouragement of bubbles not only produces loss and distrust, but because, also, every shilling uselessly thrown away, diminishes the stock of available capital which we would gladly see applied to Ireland, besides encouraging a mistaken feeling that improvement is hopeless. It is not only money that is required, but judgment. With "the sinews of war" well directed, we confidently hope for Ireland all that her best wishers could suggest—the full benefit of those advantages we are so signally enjoying ourselves.

The following extracts from late numbers of the *Railway Times* are not altogether inapplicable here:

The *modus operandi* at the present time is pretty nearly as follows. At a meeting of certain inhabitants of a district, it is resolved that a railway would be very desirable—no doubt of it—and, in order to construct it, money must be had. Now comes the question how to induce the public to come forward? The neighboring magnates must first be won over to lend their countenance—to one, it will facilitate the carriage of his produce—to another, an easy access will be afforded—a third will get a good price, by way of compensation for a barren waste—all will derive benefit from the construction of the line. But to promote this important advantage, how many shares does the public spirit of the Lord of the Upper, or the Member of the Lower House, prompt him to take? Here is the true test of value, when applied to high sounding names. To an application of this kind it is easy to imagine the reply—"We never take shares in any speculation." We know you do not; but the *Public*, who see your names thus paraded think you do, and trusting in the respectability and weight which attach to such names, they unhesitatingly place their money in reliance on their connection. And what is the result in nine cases out of ten? When the dazzle of titled patronage is withdrawn, and shareholders see clearly their own position, they find that the risk is with themselves only, while a certain gain rests with their quondam patrons, whether the dividends be shillings or pounds.

There is an old adage to the effect, that "good wine needs no bush," and very little thought is requisite to apply it to railway schemes. Those which are intrinsically sound are rather impeded than assisted by a long array of titled patrons—a few thorough men of capital and business-like habits being all that is required: while, on the other hand, an unprofitable bubble will never gain solidity from the patronising association of high sounding names. As in the war of nations, the battle is fought by the sword, though led on by the trumpet, so in the vast efforts which these national undertakings demand, the vaunted utterance of sounding names is but to lead others on to the struggle.

In plain English, let it be always borne in mind by those who have money to invest in railways, that the risk is with the shareholders, and with them only. All parade, therefore, of names, however great and respectable, not being shareholders, should be looked upon with suspicion, either as intended to conceal facts, or to supply defects. Those who have the public good at heart, as well as their own private ends, will not hesitate to enter upon something more than a nominal alliance in proof of their sincerity—inasmuch as no one is justified in placing himself in a position which may induce another to incur ruinous consequences, from which he himself is altogether protected.

The vast amount of the capital represented by the new lines of railway, which may now be said to be fairly within the probability of construction, has necessarily caused great alarm in the minds of many, who being interested in the monopoly of the existing lines, look with suspicion and fear upon the pretensions of those whom they deem intruders, and by a specious outcry in favor of public interest, seek to crush a rising antagonism; or, among a still more numerous class, in the persons of those who, being slow to venture upon improvements, are contented to hold the good they have obtained, and can only see, in the efforts of others towards a similar result, the worse consequences of ill-founded daring.

It is commonly remarked, that the railway world is overstocked with schemes—but it must be recollected that the moment a line has been pushed into any particular district, the advantages are so palpable, that unless the neighboring localities are speedily furnished with the same accommodation, they must be content to remain behind in the march of improvement. Again, it is said, that the locking up such an enormous amount of capital in a short time, will have a tendency to embarrass the money market. But there seems no ground for present alarm. Taking the present state of the country, we find great activity in commerce—an abundance of money—a flourishing revenue—the funds at par—and the prospect of undisturbed peace—all of which, by creating a dearth of investment, induce men's minds to look to railways as the best mode of placing their capital.

The most important feature that should attach to railway speculation, and we may add legislation, is, that a project or measure either for the creation or guidance of a railway, is not of to-day only. It is but a unit in a wide-spreading system, by which the greatest permanent results are to be obtained—a domestic security by which the revenues of individuals are sustained, without exhausting the source from whence they come—the wealth of to-day is not enjoyed at the expense of future depreciation—and the product of this year although consumed, so far from impairing the resources of the next, is only an evidence of improving vigor.

The effect of the present mighty movement in railways, if well directed, appears to us to insure a most favorable result. A large amount of capital, which is now choking the outlets of investment, will be removed out of the field of competition, to the relief of the remainder. The value of property of all kinds will derive an improved value from the facilities of transit. Cheapness, and an extension of the comforts and luxuries of life, will follow as a necessary consequence. And, above all, the vast capital which is required for the construction of these undertakings, will be dispersed chiefly among a class of operatives who have been called into existence by the growth of these undertakings, and whose sudden suspension would throw them back, an unproductive dead weight, upon the resources of the country.

The following statement on the advantage of conveying cattle by railway, is extracted from the columns of the *Railway Bell*, a weekly journal of great utility, and conducted with considerable skill. In addition to all information necessary for the guidance of travellers, as to starting of trains, &c., corrected up to the latest hour, there will be found a fund of information, amusing as well as instructive, which will materially relieve the tediousness of a journey:—

"Slight knowledge of physiology is sufficient to show us that unusual labor unavoidably produces a wasting of the animal substance: and even that slight knowledge is hardly necessary, since the fact is daily set before us by instances. The practice of driving fat cattle over considerable distances was, doubtless, resorted to in the absence of any means of conveyance whose cost was tolerable; but that it should be continued where railway or steamboat transit can be employed, must be attributed to blind adherence to usage, and neglect of the plainest principles on which the profit of the parties concerned depend. A long journey will, of course, walk flesh and fat off the bones where it had been laid with all the skill of the grazier, and at no little care and cost. This fact is presented with considerable effect, because with precision and the authority of actual experiment, in the sailing bill of the *Enterprise* steamer, which plies between London and Boston. It is there stated that Mr. David Martin, of Wainfleet, sent five sheep to London to walk the whole distance on the road, and killed five others at home. The two lots were of exactly equal weight (858 lbs.) when alive. The carcasses were weighed when dead, when it was found that the sheep which had walked to London weighed 435 lbs., and their loose fat 60 lbs.; while the five killed at home reached 489 lbs. their loose fat weighing 74½ lbs. The total difference of weight amounted to 68½ lbs., or 14 per cent. of the original weight of mutton, and this was evidently the loss of meat occasioned by compelling the five sheep to walk from Lincolnshire to London. It is hardly necessary to point out the consequences of this important fact. Fourteen pounds of every hundred of the best of human food are absolutely thrown away in the performance of such a journey by the living animals, not a single human being is benefited by the waste or the process. To abolish the practice would be equivalent to adding many thousands of acres to the grazing districts of the kingdom, and those of a kind to require no expense for management. Nor is this all. At the end of so long a journey, the animal, unused to effort, is wearied and diseased, and its flesh is, to say the least, less wholesome than it ought to be as human food. There can now be no excuse for the continuance of this practice, or if some districts still remain unprovided with railways, the want is likely to be very speedily supplied. Steam conveyance, both coasting and inland, now supplies or soon will supply, every grazing district with the means of sending its living produce, at reasonable cost, to the great seats of population, without waste or deterioration, and without unnecessary suffering to animals destined to die for the sustenance of man. But why should not these animals be killed in the crowded yards and dingy cellars of the metropolis, where causes of disease are rife enough without adding to them the unavoidable filth and putridity of innumerable slaughterhouses? The reasonable plan is evidently to send, not live, cattle but dead meat, to great towns and cities, and to locate in the country the processes by which the various parts of the animal are rendered serviceable to



man. Whatever may have been the difficulties which have hitherto prevented the establishment of this reasonable practice, they now exist no longer, thanks to the rapidity and economy of steam locomotion by land and water."

**THE NEWCASTLE MANUFACTURING COMPANY** continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires; Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

**ANDREW C. GRAY,**

President of the Newcastle Manuf. Co.

**RAILWAY IRON, LOCOMOTIVES, Etc.** The subscribers offer the following articles for sale:

Railway Iron, flat bars, with countersunk holes and mitred joints. lbs. per ft.  
350 tons 2 by 15 ft. in length weighing 4 68  
280 " 2 " " " 3 50  
70 " 1 1/2 " " " 2 1/2  
80 " 1 1/4 " " " 1 26  
90 " 1 " " " 7/8

with spikes and splicing plates adapted thereto. To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.

Railroad Car and Locomotive Engine tires, wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 2 1/2, 2 3/4, 3, 3 1/4, 3 1/2, and 3 3/4 inches diameter.

Chains for inclined planes, short and stay links, manufactured from the E. V. cable bolts, and proved at the greatest strain.

India rubber rope for inclined planes, made from New Zealand wax.

Also—Patent hemp cordage for inclined planes and canal towing lines

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

**A. & G. RALSTON & CO.**

No. 4 South Front st. Philadelphia, Pa.

**RAILWAY IRON & FIXTURES.**

The subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

**DAVIS, BROOKS, & CO.,**

21 Broad st., N. Y.

**BOSTON AND MAINE RAILROAD—UPPER ROUTE.**  
BOSTON TO PORTLAND—via Medford, Woburn, Wilmington, Andover, Bradford, Haverhill, Plaistow, Kingston, Exeter, Newmarket, Durham, Marlbury, Dover, Somersworth, South and North Berwick, Wells, Kennebunk and Saco.

**WINTER ARRANGEMENT—1844-5.**  
On and after Monday, Oct. 21, 1844, the Passenger Trains will run daily, Sundays excepted, as follows, viz:—  
Leave Boston for Portland at 7 A. M. and 2 P. M.  
Leave Boston for Somersworth at 7 A. M., 2 P. M. and 3 P. M.  
Leave Portland for Boston at 7 A. M. and 3 P. M.  
Leave Somersworth for Boston at 4 A. M., 9 A. M., 4 P. M.

Passengers are not allowed to carry baggage, beyond \$50 in value, unless notice is given, and an extra amount paid, at the rate of a price of a ticket, for every \$500 additional value.

**CHAS. MINOT, Superintendent.**

**BOSTON AND LOWELL RAILROAD.**  
ON and after Friday, Nov. 1st, 1844, the Passenger Trains will run as follows:

Leave Boston at 7 and 11 A. M., 2 and 5 P. M.  
Leave Lowell at 7 and 11 A. M., 2, 4, and 5 P. M.  
Fare 75 cents.

The Coaches of Messrs. D. G. Cummings and B. P. Cheney, Nos. 9 and 11 Elm street, will convey passengers between the Depot, in Lowell street, and places within a moderate distance, for 12 1/2 cents.

**CHAS. S. STORROW, Agent B. & L. R. R. Co.**

**CONCORD RAILROAD.**  
MERCHANDISE TRAINS will run daily as follows:

Leave Boston at 3 P. M., and arrive at Concord the same evening.

Leave Concord at 3 P. M., and arrive at Boston at 7 1/2 the next morning.

Freight should be delivered at Concord and Boston an hour before leaving, to ensure a delivery by the first succeeding Train.

All passengers' baggage should be marked, and when valued at more than \$50, notice should be given and extra charges paid, or no claim for damage or loss beyond such sum will be allowed.

**N. G. UPHAM, Sup't.**

**NASHUA AND LOWELL RAILROAD.**  
PASSENGER TRAINS will run as follows:

Leave Boston at 7 A. M.; 11 A. M.; and 5 P. M.  
Leave Nashua at 6 1/2 A. M.; 1 1/2 P. M.; and 5 P. M.

**BOSTON AND WORCESTER RAILROAD.**

**CHANGE OF HOURS.—WINTER ARRANGEMENT—Commencing December 11, 1844.**

**Accommodation Trains, daily, except Sundays.**

From Boston at 7 A. M., 9 A. M., and 2 P. M.

From Worcester at 7 A. M., 10 A. M., and 6 P. M.

**Newton Trains, daily except Sundays.**

From Boston at 9 A. M., 3 P. M., and 5 P. M.

From Newton at 8 A. M., 10 A. M., and 4 P. M.

**The New York Train for Norwich.**

Monday, Wednesday and Friday, from Boston, at 4 P. M.

**New York, via Long Island Railroad.**

Tuesday, Thursday and Saturday, from Boston, at 7 A. M.

**New York, via New Haven.**

From Boston at 9 A. M. and 2 P. M.

Sunday Mail from Boston at 2 P. M.—from Worcester at 7 A. M.

All baggage at the risk of its owner.

Fares are less when paid at the Ticket Offices than in the Cars.

**WM. PARKER, Sup't.**

**WESTERN RAILROAD.**

**WINTER ARRANGEMENT.**

ON and after the 11th December, 1844, the Passenger Trains will leave as follows, Sundays excepted:

Boston at 9 A. M. and 2 P. M. for Albany.

Albany at 8 A. M. and 1 P. M. for Boston.

Springfield 7 A. M. and 3 P. M. for Albany and Boston.

Boston 2 P. M. for New York via Springfield and New Haven.

**For Albany and Buffalo.**

Leave Boston at 9 A. M., reach Albany at 8 P. M.—Leave

Boston at 2 P. M., arrive at Springfield at 7 P. M.—Lodge

leave next morning at 7 o'clock, arrive at Albany at 12 P. M.

Passengers leave Albany for Buffalo at 8 A. M.

**NEW ROUTE FOR NEW YORK.**

**VIA HARTFORD AND NEW HAVEN.**

**FARE THROUGH FIVE DOLLARS.**

Leave Boston at 2 P. M., and reach Springfield at 7 P. M.

thence direct by Railroad to Hartford and New Haven,

and thence by Steamboat to New York, arriving at 5 A. M.

Returning—leave New York at 6 A. M. and arrive at Springfield at 3 P. M., and thence to Boston, arriving at 8 P. M.

Berths on board the Steamboat may be secured in Boston at the Ticket Office.

**For Northampton, Greenfield, Haverhill, &c.**

Stages leave Springfield for the above places, upon the arrival of the evening trains. Stages also run from West Brook-

field to Ware, Enfield, New Braintree and Hardwick—from Palmer to Three Rivers, Belchertown, Amherst, Ware and

Monson—from Wilbraham to South Hadley and Northampton, and from Pittsfield to Adams and Williamstown.

The Trains of the Hudson Railroad connect at Chatham—those of the Housatonic Railroad at State line.

Merchandise Trains run daily, Sundays excepted, to Albany, Hudson, Bridgeport, Hartford, New Haven and New York.

For further information, apply to **CHARLES A. READ,**

Agent, 27 State street, Boston.

**JAMES BARNES, Superintendent and Engineer.**

**FITCHBURG RAILROAD.**  
**OPEN TO ACTON.**  
Passenger Trains will run as follows:  
Leave Charlestown at 8 A. M. and 1 P. M.  
Leave West Acton at 7 30 and 4 P. M.

Stages, on the arrival of the first Train of Cars at Acton, leave daily (Sundays excepted) for Littleton, Groton, Townsend, Lunenburg, Fitchburg, Ashburnham, Winchendon, Westminster, South Gardner, Templeton, Phillipston, Athol, Mass.; Fitzwilliam, Troy, Swanton, Keene, Walpole, Charlestown, N. H.; Chester, Windsor, Woodstock, Rutland, Middlebury, Royalton, Montpelier, and Burlington, Vt.

For further information, apply to **THOMAS A. STAPLES,** No. 36 Hanover st., or **L. BIGELOW,** No. 11 Elm st., Boston. Passengers leaving their names at the above offices, will be supplied with Railroad and Stage tickets, and conveyed to the Fitchburg Railroad Depot, free of charge.

Coaches will be at the Depot in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city.

**S. M. FELTON, Engineer.**

**BOSTON AND PROVIDENCE RAILROAD.**  
**PASSENGER NOTICE.—Winter Arrangement.—To commence Monday, November 4.**

On and after Monday, Nov. 4, the Passenger Trains will run as follows:

**For New York—Night Line, via Sound Steamers—Leave**

Boston at 4 P. M. on Tuesday, Thursday and Saturday.

**For New York—Morning Line, via Long Island Railroad—**

Leave Boston at 8 A. M. on Monday, Wednesday and Friday.

**Boston, Providence, Taunton, New Bedford and Weymouth.**

Leave Boston at 8 A. M., and 3 P. M.; and Providence at 8 A. M. and 3 P. M.

Taunton at 8 A. M. and 3 P. M.

New Bedford at 7 A. M. and 2 P. M.

**Dedham Trains.**

Leave Boston at 9 A. M.—3 P. M., 5 P. M.

Dedham at 7 50 A. M., 10 A. M., 4 P. M.

All baggage is at the risk of the owners thereof.

**WM. RAYMOND LEE, Sup't.**

**LONG ISLAND RAILROAD COMPANY.**

Trains run as follows, commencing November 1st, 1844:

Leave Brooklyn at 8 a. m. (7 1/2 New York side)—Boston Train—for Greenport, daily, Sundays excepted, stopping at Farmingdale and St. George's Manor.

Leave Brooklyn at 9 1/2 a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.

Leave Brooklyn at 4 p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

Leave Greenport for Brooklyn, Boston Train, at 1 p. m. or on the arrival of the steamers, daily, Sundays excepted, stopping at St. George's Manor and Farmingdale.

Leave Greenport at 9 1/2 a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays, and Fridays.

Leave Hicksville for Brooklyn and intermediate places, daily, Sundays excepted, at 7 a. m. and 1 1/2 p. m.

**ON SUNDAYS.**

Leave Brooklyn for Hicksville and intermediate places, at 9 1/2 a. m.

Leave Brooklyn at 4 1/2 p. m. for Jamaica.

Leave Hicksville at 2 1/2 p. m. for Brooklyn.

Leave Jamaica at 8 a. m. for Brooklyn.

Leave Jamaica at 3 1/2 p. m. for Brooklyn.

**FOR ALBANY AND BOSTON.**

Via New Haven, Hartford, Springfield, and Western Railroads.

Composed of the following steamers:

**NEW CHAMPION,** Capt. Stone; **GLOBE,**

Capt. R. Peck; **NEW YORK,** Capt. —

One of which will leave New York, from Peck Slip, daily, (Sundays excepted,) at 6 1/2 o'clock.

Fare to Boston... \$5.

Railroad Cars leave immediately on the arrival of the above steamers at New Haven, and taking passengers through to Albany and Boston the same afternoon.

The steamboat **BELLE,** Capt. Roach, will leave New York every Monday, Wednesday, and Saturday afternoon at 4 o'clock.

N. B.—Freight for Albany, Springfield, and intermediate places taken by this line at low rates.

For further information inquire of **D. B. Allen,** 34 Broadway, up stairs; or **G. W. Corlies,** 283 Pearl street.

**NEW YORK AND ERIE RAILROAD.**

On and after Monday, December 21,

until further notice, the steamboat

will leave the foot of Duane street every

morning, Sundays excepted, at 8 o'clock, for passengers, and

every afternoon at 3 o'clock, for freight and passengers.

Returning, the cars will leave Middletown at 6 1/2 a. m. and 3 1/2 p. m.

Stages for the West, leave Middletown upon the arrival of the morning cars, from the city.

Freight received from 9 o'clock, a. m. to 2 1/2 o'clock, p. m.

For further particulars inquire of the Captain, on board, or of **J. Van Rensselaer, Agent,** or Duane and West streets.

**H. C. SEYMOUR, Superintendent.**

**PHILADELPHIA AND READING RAILROAD.**

**WINTER ARRANGEMENTS on and after December 1, 1844.—No Passenger**

Trains will run on Sundays.

**Hours of Starting.**

From Philadelphia at 9 A. M., daily.

From Pottsville at 9 A. M. daily, except Sundays.

**FARES.**

1st Class Cars. 2d Class Cars.

Between Philad. and Pottsville, \$3 00 \$3 00

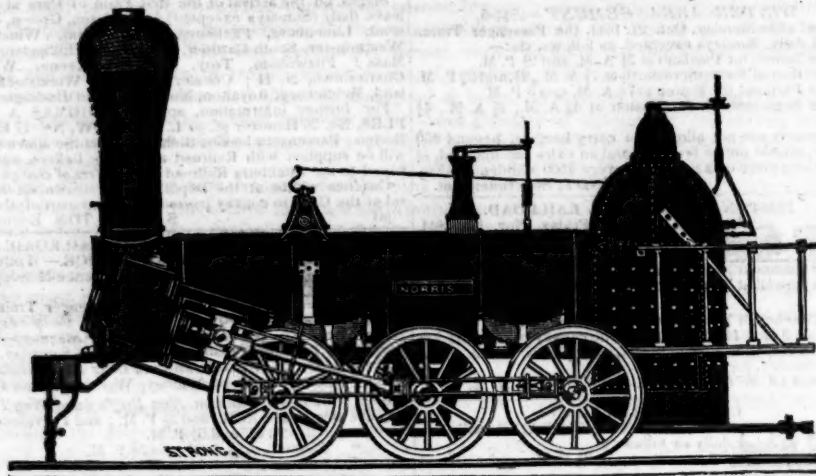
Reading, " 2 25 1 90

All passengers are requested to procure their tickets before the train starts.

**J. J.**

## NORRIS' LOCOMOTIVE WORKS,

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches Diameter of Cylinder,	× 20 inches Stroke.
"	2,	14	" " " × 24 " "
"	3,	14½	" " " × 20 " "
"	4,	12½	" " " × 20 " "
"	5,	11½	" " " × 20 " "
"	6,	10½	" " " × 18 " "

With Wheels of any Dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

## NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

Capital, \$3,000,000.

JOHN S. DARCY, Esq., President.

ROBERT SCHUYLER, Esq., Vice President.

J. P. JACKSON, Esq., Secretary.

J. WORTHINGTON, Esq., Treasurer.

	DAILY.				SUNDAY.	
	A. M.		P. M.		A. M.	P. M.
Leave New York, foot of Courtland street.						
For Newark.....	9, 11, 12.....		2, 3, 4 3-4, 6, 7 1-2		9.....	4 3-4
" Elizabethtown.....	9, 11.....		2, 3, 4 3-4, 6.....			
" Rahway.....	9, 11.....		3, 4 3-4, 6.....			
" New Brunswick.....	9.....		3, 4 3-4.....			
Leave						
New Brunswick.....	6, 7 1-2, 11 1-2.....		8 3-4.....		11 1-2	8 1-2
Rahway.....	6 3-4, 7, 8 1-4, 12.....		4 3-4, 9 1-4.....			
Elizabethtown.....	7, 7 1-2, 8 1-2, 10 1-2, 12		3 1-2, 5.....			
Newark.....	7 1-2, 8 1-4, 9, 11.....		11 2, 4, 5 1-2, 7, 9 3-4		11 3-4	9 3-4
For New York.						

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

## TABLE OF DISTANCES AND FARES.

	New York.		Newark.		Elizabethtown.		Rahway.		N. Brunswick.	
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York.....			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark.....	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown.....	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway.....	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick.....	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

## PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—MORNING LINE.

The Train carrying the United States Mail leaves Pratt street Depot daily (except Sundays), at 9 o'clock, A. M. Passengers arrive in Philadelphia at about 3½ o'clock, and in full time for the evening lines for New York.

**Evening Mail Line to Philadelphia per Railroad**  
The Evening Mail Train for Philadelphia, leaves the Pratt street Depot, daily at 8 o'clock P. M. through in seven hours. The return Trains leave Philadelphia respectively at 8 A. M. and 4 o'clock P. M., and reach Baltimore at 2½ and 11 o'clock, P. M.

Freight to or from Philadelphia, taken daily (except Sundays) from President street Depot, at 50 cents per 100 lbs.   
A. CRAWFORD, Agent.

## RICHMOND AND PETERSBURG RAILROAD.

Winter Arrangement.—Change of Hours.

On and after Wednesday, the 13th day of Nov. 1844:

## Mail Train

Leaves Richmond, daily, at 1½ o'clock, p. m.

Leaves Petersburg, daily, at 5½, a. m.

## Accommodation Train

Leaves Richmond, daily, Sundays excepted, at 10½, a. m.

Leaves Petersburg, daily, Sundays excepted, at 8, a. m.

THEODORE S. GARNETT, Agent.

N. B. The hours are given in Richmond time, which is fifteen minutes in advance of Petersburg time.   
jal

## TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

## PASCAL IRON WORKS.

## WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER &amp; MORRIS.

Warehouse S. E. Corner of Third &amp; Walnut Streets, PHILADELPHIA.

## NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

New Arrangement.

Commencing Nov. 11th, 1844.

## NEW YORK AND NEWARK.

Fare Reduced to Twenty-Five Cents.

From the foot of Courtland street—Daily, Sundays excepted.

Leave New York, at 9, 11, and 12 o'clock, a. m. and 2, 4, 4½, 6, and 7½ o'clock, p. m.

Leave Newark at 7½, 8½, 9, and 11 o'clock, a. m. and 1½, 4, 5½, 7, and 9½ o'clock, p. m.

ON SUNDAYS, from the foot of Courtland street:

Leave New York at 9 o'clock, a. m. and 4½ p. m.

Leave Newark, at 11½, a. m. and 9½ p. m.

The Cars of the Morris and Essex Railroad line for Orange, Millville, Summit, Chatham, Madison, and Morristown, run through from Jersey City without change, and connect with 9, a. m. and 3, p. m. trains from New York.

## New York and Elizabethtown.

Leave New York at 9 and 11, a. m. and 2, 3, 4½ and 6, p. m.

Leave Elizabethtown at 7½, 8½, 10½ and 12, a. m. and 3½ and 5, p. m.

The trains for Westfield, Plainfield, Boundbrook, Somerville, &amp;c., connect with the 9, a. m. and 4½ p. m. trains from New York, daily, Sundays excepted.

Fare between New York and Elizabethtown, 31½ cents; do. New York and Somerville, 75 cents.

## New York and Rahway.

Leave New York at 9 and 11, a. m. and 3, 4½ and 6, p. m.

Leave Rahway at 6½, 7, 8½ and 12, a. m. and 4½ and 9½ p. m.

## New York and New Brunswick.

From the foot of Courtland street, New York, daily.

Leave New York at 9, a. m. and 3 and 4½ p. m.

Leave New Brunswick at 6, 7½ and 11½, a. m. and 8½ p. m.

## ON SUNDAYS.

Leave New York at 9, a. m. and 4½ p. m.

Leave New Brunswick at 11½, a. m. and 8½ p. m.

Fare, except in the Philadelphia trains, between New York and New Brunswick, 50 cents; do. Rahway, 31½ cents.

Newark, Elizabethtown, Rahway, and New Brunswick passengers who procure their tickets at the Ticket Office receive a ferry ticket gratis. Tickets are received by conductors only on the day when purchased.

The Commutation fare between New York and New Brunswick, and intermediate places, (including the Ferry,) has been reduced to \$65 per annum.   
jal

## BALTIMORE AND OHIO RAILROAD.

Hours of departure of the Passenger Trains on the "Main Stem" and "Washington Branch" of the Baltimore and Ohio Railroad, 30 March, 1844:

## "Main Stem," Westward'y.

For Cumberland, Hancock, Martinsburg, Harper's Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate depots by the regular train, daily, at 7½ o'clock, a. m.

For Frederick and intermediate stations, by extra train, daily, except Sunday, at 4, p. m.

## Eastward'y.

From Cumberland, daily, regular train, at 8, a. m.

" Hancock, do. do. 10½, a. m.

" Martinsburg, do. do. 11½, a. m.

" Harper's Ferry, do. 12½, p. m.

" Frederick, daily, except Sunday extra train, 8, a. m.

" do. by regular train, 2 p. m.

" Ellicott's Mills, daily, by several trains, at 7½, a. m. 12, m. and 4½ p. m.

Fare in either direction between Baltimore and Cumberland 97, and for intermediate distances at the uniform rate of 4 cents per mile.

Through tickets are issued between Baltimore and Wheeling, respectively, \$11; between Baltimore and Pittsburg, \$10; between Philadelphia and Wheeling, \$13.

## "Washington Branch"

From Baltimore at 9, a. m. 5, p. m. and 11½ p. m.

From Washington at 6, a. m. and 5½ p. m.

By order, D. J. FOLEY, Agent.   
jal

## WASHINGTON BRANCH RAILROAD.

In consequence of the adoption of a new schedule by the Post Office Department, the following changes in the departure of the Trains on this road will go into effect this day, viz:

The Train that has hitherto left Baltimore at 2 o'clock, A. M. will now leave on the arrival of the Cars from the East, at or about 1½ P. M. and the departure of the evening train from Washington for this city, will be at 5½ instead of 4 o'clock, as at present. By order,   
D. J. FOLEY, Agent.   
jal